

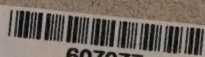
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# ACCOUNTS AND PAPERS:

FORTY-THREE VOLUMES.

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— (36.) —

COMMERCIAL REPORTS—*continued.*

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Session

5 February — 13 August 1875.

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VOL. LXXVII.





# ACCOUNTS AND PAPERS:

1875.

## FORTY-THREE VOLUMES:—CONTENTS OF THE THIRTY-SIXTH VOLUME.

N.B.—*THE* Figures at the beginning of the line, correspond with the N° at the  
of each Paper; and the Figures at the end of the line refer to the MS. Paging  
the Volumes arranged for The House of Commons.

### COMMERCIAL REPORTS—*continued.*

#### Reports from Consuls—*continued.*

Reports from Her Majesty's Consuls on Manufactures, Commerce, &c.,  
of their Consular Districts:

1354.] Part VI. Austria, Hungary, Borneo, Brazil, Euquator, France,  
Germany, Greece, Italy, Netherlands, Russia, Spain, Sweden  
and Norway, Turkey, United States, Venezuela - - p. 1

#### China:

1130.] Commercial Reports from Her Majesty's Consuls in China, 1873.  
Shanghae, Chin-Kiang - - - - - 489

1243.] Further Reports, 1874. Part I. - - - - - 559

1243-I.] Part II. - - - - - 647

1212.] Correspondence respecting the Macao Coolie Trade, 1874-75 \* 743

1241.] Returns relative to Trade with China, 1874 - - - 775

*This paper [C. 1212] is placed at the End of Vol. LXXXVIII. fol:*

1852

REPORT OF THE SECRETARY OF THE

THIRTY-SEVEN

IN THE YEAR OF THE SEVENTH OF THE GREAT NATIONAL ANNUAL MEETING  
AND THE SEVENTH OF THE GREAT NATIONAL ANNUAL MEETING  
AND THE SEVENTH OF THE GREAT NATIONAL ANNUAL MEETING

CONFIDENTIAL REPORT

Report from the Secretary

From the Secretary of the National Association of Manufacturers  
of the National Association of Manufacturers  
and the National Association of Manufacturers  
and the National Association of Manufacturers  
and the National Association of Manufacturers

1852

Confidential Report from the Secretary of the National Association of Manufacturers  
and the National Association of Manufacturers

Part I. Report from the Secretary

Part II.

Confidential Report from the Secretary of the National Association of Manufacturers  
and the National Association of Manufacturers

Part III. Report from the Secretary

Part IV. Report from the Secretary



COMMERCIAL. No. 17 (1875).

(TRADE REPORTS.)

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## REPORTS

FROM

HER MAJESTY'S CONSULS

ON THE

MANUFACTURES, COMMERCE, &c.,

OF THEIR

CONSULAR DISTRICTS.

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### PART VI.

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*Presented to both Houses of Parliament by Command of Her Majesty.*  
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1875.

C 1375

## TABLE OF CONTENTS.

|                           | PAGE |                           | PAGE |
|---------------------------|------|---------------------------|------|
| <b>AUSTRIA-HUNGARY—</b>   |      | <b>NETHERLANDS—</b>       |      |
| Vienna .. ..              | 1341 | Flushing .. ..            | 1603 |
| <b>BORNEO—</b>            |      | <b>RUSSIA—</b>            |      |
| Labuan .. ..              | 1375 | Sebastopol.. ..           | 1606 |
| <b>BRAZIL—</b>            |      | Warsaw .. ..              | 1608 |
| Aracaty .. ..             | 1379 | <b>SPAIN—</b>             |      |
| Bahia .. ..               | 1388 | Bilboa .. ..              | 1631 |
| Ceara .. ..               | 1397 | Manila .. ..              | 1635 |
| Maccio .. ..              | 1403 | Teneriffe .. ..           | 1642 |
| Paraiba .. ..             | 1406 | <b>SWEDEN AND NORWAY—</b> |      |
| Pernambuco .. ..          | 1409 | Gottenburg .. ..          | 1653 |
| Rio Grande do Norte .. .. | 1428 | <b>TURKEY—</b>            |      |
| <b>EQUATOR—</b>           |      | Aleppo .. ..              | 1658 |
| Guayaquil.. ..            | 1429 | Bagdad .. ..              | 1710 |
| <b>FRANCE—</b>            |      | Beyrout .. ..             | 1717 |
| Algiers .. ..             | 1435 | Lebanon, The .. ..        | 1730 |
| Cayenne .. ..             | 1450 | Crete .. ..               | 1745 |
| La Rochelle .. ..         | 1462 | Galatz .. ..              | 1748 |
| Nantes .. ..              | 1468 | Ineboli .. ..             | 1759 |
| Réunion .. ..             | 1485 | Jaffa .. ..               | 1760 |
| <b>GERMANY—</b>           |      | Larissa .. ..             | 1766 |
| Dantzic .. ..             | 1488 | Larnaca .. ..             | 1769 |
| Hamburgh .. ..            | 1503 | Rhodes .. ..              | 1779 |
| Königsberg .. ..          | 1518 | Salonica .. ..            | 1783 |
| Memel .. ..               | 1535 | Scutari .. ..             | 1787 |
| <b>GREECE—</b>            |      | Smyrna .. ..              | 1794 |
| Cephalonia .. ..          | 1546 | Tripoli .. ..             | 1804 |
| Syra .. ..                | 1552 | <b>UNITED STATES—</b>     |      |
| Zante .. ..               | 1565 | San Francisco .. ..       | 1808 |
| <b>ITALY—</b>             |      | <b>VENEZUELA—</b>         |      |
| Ancona .. ..              | 1570 | Cuidad Bolivar .. ..      | 1810 |
| Florence .. ..            | 1578 | La Guaira .. ..           | 1816 |
| " .. ..                   | 1588 | Puerto Cabello .. ..      | 1821 |
| Venice .. ..              | 1592 |                           |      |



## AUSTRIA-HUNGARY.

## VIENNA.

*Consul Weikersheim to the Earl of Derby.*

My Lord,

Vienna, June 24th, 1875.

I HAVE the honour to submit herewith to your Lordship my Consular Report for the year 1874:

Owing to the dilatoriness of the authorities, the statistical returns of each year are published so late in the ensuing one and are of so partial a character that it is quite impossible to present even now a full survey of the last year's operations of the Empire, and many of the actual results of 1874 cannot appear until a future report.

These statistics have, however, I can assure your lordship, been collected and arranged with much trouble and care, and as far as they are in themselves reliable—which I fear is not always the case, the favourable side being prominently shown wherever practicable—are correct and rightfully applied.

I may also venture to inform your lordship that the somewhat gloomy conclusions one has been forced to draw from the figures herein set forth, are not modified by any recent signs of prosperity. On the contrary, matters in Austria have retrograded, and are retrograding gradually, but surely. Distress amongst all classes, more especially perhaps amongst those connected with the industrial manufactures and trade generally, visibly increases. The inflated and false prosperity which marked the years 1871 and 1872 is bearing its natural fruit.

The stimulus then given to production by the abnormal demand for articles of consumption, both in necessities and luxuries, has resulted in enormous over production, necessitating sacrifices in certain cases to insure sales, in others to the holding of stocks for which there is no demand and no market. Hence rents must fall; prices must fall; bankruptcies and liquidations must become yet more numerous; whilst it is difficult to see how taxes, which even now exhibit great difficulties in their collection, and, in fact, which cannot often be collected at all, can be well increased.

I would finally venture to remark, that, under these circumstances, it is by no means surprising that the industrial classes imagine that in protective duties lies their best hope for the future, and consequently great pressure is being put upon the Austrian Government by the manufacturing interests, through every possible medium—especially through the Chambers of Commerce—to cause the abrogation of the existing International Treaties. At the same time I must express my belief that a few judicious and well considered concessions in respect to certain alterations in the classifications may lead to a satisfactory renewal.

I have, &amp;c.,

(Signed)

S. BRANDEIS WEIKERSHEIM.

## TRADE IN AUSTRIA, 1874.

According to the commercial reports published by the Imperial Ministry of Commerce under date February 27th, 1875, the collective values of the goods traffic in the principal articles through the Austro-Hungarian customs amounted to—

|         |    |    | 1874.         | 1873.         | Plus.      | Minus.     |
|---------|----|----|---------------|---------------|------------|------------|
|         |    |    | Florins.      | Florins.      | Florins.   | Florins.   |
| Imports | .. | .. | 565,615,888   | 582,756,218   | ..         | 17,140,330 |
| Exports | .. | .. | 452,257,103   | 418,467,535   | 33,789,568 | ..         |
| Total   | .. | .. | 1,017,872,991 | 1,001,223,753 | 16,649,238 | ..         |

We must here remark that the statistics given in these and the following lists for the year 1873, do not always exactly correspond with the data published in the previous year, the reason being that the results noted in the summaries of the year 1873 were not used for comparison with the previous year, but only those data which appear for the year named, as published in the trades report.

If we now compare these results with those of the previous years, 1871, 1872, 1873, and 1874, the inference is a very instructive one.

|                   |    |    | 1871.       | 1872.       | 1873.         | 1874.         |
|-------------------|----|----|-------------|-------------|---------------|---------------|
|                   |    |    | Florins.    | Florins.    | Florins.      | Florins.      |
| Imports           | .. | .. | 524,581,499 | 613,433,753 | 582,756,218   | 565,615,888   |
| Exports           | .. | .. | 463,050,843 | 384,606,789 | 418,467,535   | 452,257,103   |
| Total             | .. | .. | 987,632,342 | 998,040,542 | 1,001,223,753 | 1,017,872,991 |
| Excess of imports | .. | .. | 61,530,656  | 228,826,964 | 164,288,683   | 113,358,785   |

This comparison shows that during the years 1871 and 1872, during the increase of the imports, the exports decreased in unusual proportions, whilst in the last two years, 1873 and 1874, the exact contrary is observable.

The exports show an unaccustomed increase, with a decrease of the imports. The overplus value of the imports—

|                 |    |    |    |    | Florins.    |
|-----------------|----|----|----|----|-------------|
| Rose in 1871 to | .. | .. | .. | .. | 61,000,000  |
| „ 1872          | .. | .. | .. | .. | 228,000,000 |
| Sank in 1873    | .. | .. | .. | .. | 164,000,000 |
| „ 1874          | .. | .. | .. | .. | 118,000,000 |

And whilst the imports of 1874 decreased by 48,000,000, as compared with 1872, the exports rose during the same period by fully 68,000,000.

This thoroughly irregular phenomenon has naturally abnormal causes, which have been already alluded to in my last report, the surmises of which have been realized, I regret to say, in the present unproductive state of Austria.

Thus, whilst in the former years the home consumption suddenly increased (therefore not a normal rise) to such enormous dimensions, that the production did not suffice, the crisis of the year 1873 had so much weakened the consuming power of the country, that we were obliged to restrict our demands from foreign countries, and in order to



save our home industries, to sacrifice our goods abroad, through not finding a market for them at home.

That the case stands thus, and that the rise in the exports is not to be attributed to the exports of corn or grain, the following lists will show.

In the year 1874, the values of corn and grain were—

|                  |    |    |    |    |    |            |
|------------------|----|----|----|----|----|------------|
|                  |    |    |    |    |    | Florins.   |
| Imports          | .. | .. | .. | .. | .. | 67,079,530 |
| Exports          | .. | .. | .. | .. | .. | 43,457,890 |
| Overplus imports |    |    |    |    |    | 23,621,640 |

In the year 1873, the—

|                     |    |    |    |    |    |            |
|---------------------|----|----|----|----|----|------------|
|                     |    |    |    |    |    | Florins.   |
| Imports amounted to | .. | .. | .. | .. | .. | 59,934,992 |
| Exports             | „  | .. | .. | .. | .. | 47,595,992 |
| Overplus imports    |    |    |    |    |    | 12,229,000 |

It thus shows that in 1873 the imports were larger than the exports by 12,000,000, and in 1874, the difference was even 23,000,000, and the export in the year was still smaller by 4,000,000 than that of the preceding year.

It is, therefore, hereby clearly proved that the increase of exports during the last year is not to be ascribed to a growing export of agricultural produce.

The imports and exports of gold and silver have not been included in any of the figures hitherto named, they amounted to—

|         |    |    |    | 1874.      | 1873.      | Minus.     |
|---------|----|----|----|------------|------------|------------|
|         |    |    |    | Florins.   | Florins.   | Florins.   |
| Imports | .. | .. | .. | 19,349,268 | 38,006,116 | 18,656,848 |
| Exports | .. | .. | .. | 19,528,932 | 23,056,981 | 3,528,049  |
| Total   | .. | .. | .. | 38,878,200 | 61,063,097 | 22,184,897 |

In the year 1871, the total traffic of precious metals amounted to 98,600,000 fl., and in 1872, to 102,600,000 fl.

This constitutes one of the most singular appearances of Austrian commerce, as distinctly showing how severely damaged is Austrian producing power. Whilst in 1872 we exported in precious metals and coins not less than 65,000,000, we sank two years to 19,000,000, without receiving an equivalent in other transactions.

It is a natural consequence that by such a reduction of the imports, the customs (duties) income of the State treasury should suffer materially.

The duties amounted to—

|         |    |    |    |    |    |                |
|---------|----|----|----|----|----|----------------|
|         |    |    |    |    |    | Import Duties. |
|         |    |    |    |    |    | Florins.       |
| 1874 to | .. | .. | .. | .. | .. | 20,442,483     |
| 1873 .. | .. | .. | .. | .. | .. | 25,999,368     |
| 1872 .. | .. | .. | .. | .. | .. | 27,946,018     |
| 1871 .. | .. | .. | .. | .. | .. | 24,165,147     |

So that there is a diminution in—

|         |    |    |    |    |    | Florins.  |
|---------|----|----|----|----|----|-----------|
| 1873 of | .. | .. | .. | .. | .. | 5,480,000 |
| 1872 .. | .. | .. | .. | .. | .. | 7,200,000 |
| 1871 .. | .. | .. | .. | .. | .. | 8,400,000 |

Or from 20 to 25 per cent. of the total income, and we are sorry to report that according to the present state of all trade and production of Austria, there is scarcely any hope of a speedy change for the better within any reasonable short period.

The export duties amounted in the year—

|         |    |    |    |    |    | Florins. |
|---------|----|----|----|----|----|----------|
| 1874 to | .. | .. | .. | .. | .. | 218,418  |
| 1873 .. | .. | .. | .. | .. | .. | 208,383  |

TABLES of the Value of the Imports.

|                                       | 1874.       | 1873.       | Plus.      | Minus.     |
|---------------------------------------|-------------|-------------|------------|------------|
|                                       | Florins.    | Florins.    | Florins.   | Florins.   |
| Colonial goods and southern fruits    | 31,338,933  | 33,271,452  | ...        | 1,932,519  |
| Tobacco...                            | 39,756,400  | 28,679,020  | 11,077,380 | ...        |
| Garden and field fruits               | 67,079,530  | 59,934,992  | 7,144,538  | ...        |
| Animals...                            | 19,465,457  | 22,144,406  | ...        | 2,678,949  |
| Animal products                       | 13,808,711  | 13,806,887  | 1,824      | ...        |
| Grease and oils                       | 21,923,519  | 19,146,318  | 2,777,201  | ...        |
| Estables and beverages                | 4,567,151   | 5,615,315   | ...        | 1,048,164  |
| Building materials and fuel...        | 21,088,273  | 22,679,621  | ...        | 1,591,348  |
| Chemical articles and their compounds | 42,346,797  | 41,874,755  | 472,042    | ...        |
| Metals ...                            | 15,115,530  | 32,460,987  | ...        | 17,346,457 |
| Woven and worsted stuffs              | 90,958,456  | 75,112,216  | 15,846,440 | ...        |
| Yarns ...                             | 33,962,440  | 30,239,915  | 3,722,525  | ...        |
| Woollens and worsted goods            | 63,772,006  | 72,164,780  | ...        | 8,392,774  |
| Straw and paper goods                 | 4,389,532   | 4,998,705   | ...        | 609,173    |
| Leather and leather goods             | 15,496,410  | 15,870,210  | ...        | 373,800    |
| Bone, glass, clay, &c., goods         | 18,734,230  | 23,541,167  | ...        | 4,806,937  |
| Metal goods                           | 15,521,952  | 19,957,885  | ...        | 4,435,933  |
| Vehicles                              | 994,158     | 3,985,894   | ...        | 2,991,736  |
| Machines, instruments                 | 22,929,493  | 34,183,804  | ...        | 11,254,311 |
| Chemical products                     | 6,802,980   | 6,541,270   | 261,709    | ...        |
| Objects of art and vertu              | 15,164,840  | 16,067,470  | ...        | 902,630    |
| Waste materials                       | 399,090     | 478,348     | ...        | 79,258     |
| Total ...                             | 565,615,888 | 582,756,218 | 41,303,659 | 58,243,989 |

The decreased importation is noticeable in—

| Class. |                                      |             | 1874.      | 1873.      |
|--------|--------------------------------------|-------------|------------|------------|
| I.     | Coffee .. ..                         | Cwts. ..    | 650,846    | 686,398    |
|        | Tropical fruits .. ..                | " ..        | 601,256    | 613,995    |
| IV.    | Oxen .. ..                           | Number      | 97,578     | 130,744    |
|        | Sheep and goats .. ..                | " ..        | 190,420    | 230,278    |
|        | Leeches .. ..                        | " ..        | 1,694,515  | 2,667,458  |
| VII.   | Wines and the like .. ..             | Einier ..   | 180,246    | 257,427    |
| VIII.  | Timber, not European .. ..           | Cwts. ..    | 8,740      | 17,125     |
|        | Coals and brown coal .. ..           | " ..        | 30,995,482 | 35,705,326 |
| IX.    | Chemicals .. ..                      | " ..        | 756,029    | 992,610    |
| X.     | Pig iron .. ..                       | " ..        | 963,872    | 3,552,146  |
|        | Bar iron .. ..                       | " ..        | 80,197     | 272,815    |
|        | Rails .. ..                          | " ..        | 205,246    | 1,049,633  |
|        | Sheet iron and iron ware .. ..       | " ..        | 105,004    | 378,681    |
|        | Cast iron .. ..                      | " ..        | 136,603    | 265,378    |
| XIII.  | Common cotton goods .. ..            | " ..        | 1,710      | 4,649      |
|        | Middle fine woollen goods .. ..      | " ..        | 28,548     | 33,507     |
| XIV.   | Straw goods .. ..                    | " ..        | 18,680     | 22,285     |
| XVI.   | Commonest glass goods .. ..          | " ..        | 68,390     | 82,694     |
| XVII.  | " iron goods .. ..                   | " ..        | 371,040    | 549,564    |
| XVIII. | In boats and waggons .. ..           | { Pieces .. | 60         | 198        |
|        |                                      | Value, fl.  | 620,788    | 2,988,219  |
| XIX.   | Machines and parts of machines .. .. | Cwts. ..    | 411,596    | 630,178    |
| XXI.   | Hardware .. ..                       | " ..        | 3,863      | 4,500      |
|        | Pictures .. ..                       | " ..        | 4,866      | 5,871      |
| XXII.  | Bone dust, &c. .. ..                 | " ..        | 23,728     | 49,848     |

An increased importation took place in—

| Class. |                             |          | 1874.     | 1873.     |
|--------|-----------------------------|----------|-----------|-----------|
| II.    | Raw tobacco .. ..           | Cwts. .. | 523,910   | 358,413   |
|        | Manufactured tobacco .. ..  | " ..     | 37,600    | 28,685    |
| III.   | Wheat .. ..                 | " ..     | 5,379,994 | 4,156,276 |
|        | Rye .. ..                   | " ..     | 8,408,383 | 7,118,365 |
|        | Barley and oats .. ..       | " ..     | 1,727,874 | 1,206,230 |
|        | Linseed .. ..               | " ..     | 162,740   | 112,954   |
| VI.    | Butter grease .. ..         | " ..     | 297,147   | 195,198   |
|        | Fats, not perfumed .. ..    | " ..     | 95,351    | 73,839    |
| IX.    | Dyewoods and alkalies .. .. | " ..     | 480,025   | 427,088   |
|        | Chemicals .. ..             | " ..     | 756,029   | 992,610   |
| XI.    | Cotton .. ..                | " ..     | 1,042,838 | 887,503   |
|        | Flax and similars .. ..     | " ..     | 709,609   | 599,276   |
|        | Wool .. ..                  | " ..     | 304,895   | 214,804   |
| XII.   | Yarns of cotton .. ..       | " ..     | 194,757   | 183,595   |
|        | " wool .. ..                | " ..     | 57,410    | 50,412    |
| XVI.   | Common wooden goods .. ..   | " ..     | 178,710   | 168,168   |
| XX.    | Chemical products .. ..     | " ..     | 128,974   | 114,150   |
| XXII.  | Manure salt .. ..           | " ..     | 48,742    | 29,401    |
|        | Oil cakes .. ..             | " ..     | 34,739    | 20,966    |



## TABLES of the Value of the Exports.

|   | 1874.       | 1873.       | Plus.      | Minus.     |
|---|-------------|-------------|------------|------------|
|   | Florins.    | Florins.    | Florins.   | Florins.   |
| Colonial goods and southern fruits ... .. | 18,270,250  | 25,751,958  | ...        | 6,881,702  |
| Tobacco ... ..                            | 3,781,620   | 3,713,255   | 68,365     | ...        |
| Garden and field fruits ... ..            | 43,457,890  | 47,595,992  | ...        | 4,138,102  |
| Animals... ..                             | 8,428,095   | 11,727,449  | ...        | 3,299,354  |
| Animal products ... ..                    | 18,328,146  | 16,790,919  | 1,327,227  | ...        |
| Grease and oils ... ..                    | 4,576,967   | 3,324,011   | 1,252,956  | ...        |
| Eatables and beverages ... ..             | 7,631,072   | 5,289,235   | 2,341,837  | ...        |
| Building materials and fuels ... ..       | 42,661,377  | 36,705,945  | 5,955,932  | ...        |
| Chemical articles and drugs ... ..        | 5,788,617   | 5,670,173   | 188,444    | ...        |
| Metals ... ..                             | 8,741,511   | 5,148,663   | 3,592,848  | ...        |
| Woven and worsted stuffs ... ..           | 40,775,936  | 47,721,828  | ...        | 6,945,892  |
| Yarns ... ..                              | 17,920,065  | 14,945,972  | 2,974,093  | ...        |
| Woollens and worsted goods ... ..         | 61,855,924  | 56,430,892  | 5,425,032  | ...        |
| Straw and paper goods ... ..              | 11,338,929  | 9,604,461   | 1,734,468  | ...        |
| Leather and leather goods ... ..          | 11,469,195  | 11,920,542  | ...        | 451,347    |
| Bone, glass, and clay, &c., goods ... ..  | 39,758,716  | 26,287,774  | 13,450,942 | ...        |
| Metal goods ... ..                        | 20,074,539  | 14,278,269  | 5,796,270  | ...        |
| Vehicles ... ..                           | 9,480,420   | 3,512,140   | 5,968,280  | ...        |
| Machines, instruments ... ..              | 60,482,321  | 54,836,546  | 5,645,775  | ...        |
| Chemical products ... ..                  | 7,467,161   | 7,611,147   | ...        | 143,986    |
| Objects of art and vertu ... ..           | 7,666,085   | 8,111,070   | ...        | 444,985    |
| Waste materials ... ..                    | 1,722,261   | 1,489,294   | 232,967    | ...        |
| Total ... ..                              | 452,257,103 | 418,467,535 | 55,884,536 | 22,305,368 |

If we regard special categories of goods, irrespective of value and compare quantity only, we find as under the following results. The export has considerably increased in favour of 1874, against the preceding year, thus:—

| Class. | Articles.                                   |                | 1874.      | 1878.      |
|--------|---|----------------|------------|------------|
| I.     | Chicory .. ..                               | Cwt. .. ..     | 15,680     | 10,058     |
| III.   | Garden products, fruits..                   | " .. ..        | 819,161    | 520,881    |
|        | Wheat .. ..                                 | " .. ..        | 1,386,636  | 770,194    |
|        | Rye .. ..                                   | " .. ..        | 2,027,473  | 962,600    |
|        | Barley .. ..                                | " .. ..        | 5,888,974  | 5,395,986  |
|        | Flour .. ..                                 | " .. ..        | 1,277,565  | 855,940    |
| V.     | Skins and hides ..                          | " .. ..        | 93,825     | 77,079     |
|        | Wax .. ..                                   | " .. ..        | 13,725     | 7,861      |
|        | Milk, cream, eggs ..                        | " .. ..        | 249,568    | 203,948    |
| VI.    | Fats, butter ..                             | " .. ..        | 145,012    | 89,269     |
| VII.   | Beer .. ..                                  | " .. ..        | 598,644    | 545,575    |
|        | Brandies .. ..                              | " .. ..        | 133,909    | 24,798     |
|        | Wines .. ..                                 | " .. ..        | 280,838    | 228,952    |
| VIII.  | Common timber ..                            | 100 cubic feet | 611,144    | 537,532    |
|        | Coal .. ..                                  | Cwt. .. ..     | 40,214,216 | 33,620,585 |
|        | Minerals .. ..                              | " .. ..        | 2,056,451  | 1,820,603  |
| IX.    | Chemicals .. ..                             | " .. ..        | 326,510    | 267,122    |
| X.     | Pig iron .. ..                              | " .. ..        | 114,810    | 41,291     |
|        | Bar .. ..                                   | " .. ..        | 106,425    | 53,351     |
|        | Rails .. ..                                 | " .. ..        | 140,735    | 14,251     |
|        | Steel .. ..                                 | " .. ..        | 91,951     | 64,345     |
|        | Sheet iron and wire ..                      | " .. ..        | 72,808     | 39,621     |
|        | Cast iron.. ..                              | " .. ..        | 52,599     | 21,212     |
|        | Zinc .. ..                                  | " .. ..        | 40,382     | 8,760      |
| XI.    | Silk and waste silk ..                      | " .. ..        | 14,884     | 9,698      |
| XII.   | Linen thread, raw ..                        | " .. ..        | 179,788    | 151,793    |
| XIII.  | Unbleached cordage ..                       | " .. ..        | 35,733     | 23,892     |
|        | Common linen goods ..                       | " .. ..        | 125,429    | 90,852     |
| XIV.   | Common paper ..                             | " .. ..        | 69,206     | 57,299     |
|        | Fine paper .. ..                            | " .. ..        | 103,732    | 71,227     |
| XV.    | Common leather.. ..                         | " .. ..        | 24,681     | 19,332     |
| XVI.   | Common wooden goods..                       | " .. ..        | 354,428    | 238,366    |
|        | Fine .. ..                                  | " .. ..        | 119,987    | 97,114     |
|        | Middling glass .. ..                        | " .. ..        | 164,270    | 105,346    |
|        | Fine glass .. ..                            | " .. ..        | 103,100    | 30,254     |
|        | Middle fine earthenware ..                  | " .. ..        | 32,099     | 25,344     |
| XVII.  | Commonest iron goods ..                     | " .. ..        | 90,717     | 66,372     |
|        | Common .. ..                                | " .. ..        | 116,097    | 102,022    |
|        | Fine iron weapons ..                        | " .. ..        | 49,084     | 32,419     |
| XIX.   | Machines and their appurte-<br>nances .. .. | " .. ..        | 278,237    | 161,421    |
| XXII.  | Rags .. ..                                  | " .. ..        | 52,235     | 33,593     |
|        | Bonedust.. ..                               | " .. ..        | 255,529    | 219,321    |

The exportation has decreased in 1874; in—

| Class. | Articles.                  |          | 1874.   | 1873.     |
|--------|----------------------------|----------|---------|-----------|
| I.     | Refined sugar.. ..         | Cwts. .. | 501,902 | 597,053   |
|        | Moist „ .. ..              | „ ..     | 728,852 | 1,144,137 |
| II.    | Leaf tobacco .. ..         | „ ..     | 63,808  | 85,077    |
| III.   | Oilseed .. ..              | „ ..     | 268,029 | 3,129,882 |
| IV.    | Oxen .. ..                 | Number.. | 51,027  | 66,452    |
|        | Sheep and goats .. ..      | „ ..     | 174,628 | 341,020   |
|        | Pigs .. ..                 | „ ..     | 72,501  | 180,377   |
|        | Leeches .. ..              | „ ..     | 228,215 | 1,336,307 |
| VI.    | Hemp, lint, rape oil .. .. | Cwts. .. | 19,607  | 39,411    |
| VIII.  | Charcoal .. ..             | „ ..     | 181,300 | 208,927   |
| IX.    | Common salt .. ..          | „ ..     | 498,322 | 975,785   |
| X.     | Ores .. ..                 | „ ..     | 109,490 | 525,969   |
| XI.    | Wool .. ..                 | „ ..     | 245,003 | 304,618   |
| XIII.  | Common woollen goods .. .. | „ ..     | 40,789  | 43,802    |
| XIV.   | Paper works .. ..          | „ ..     | 25,681  | 27,408    |
| XVI.   | Common glass .. ..         | „ ..     | 146,425 | 210,353   |
| XVIII. | Wooden ships .. ..         | Tons ..  | 96,626  | 180,117   |
| XXII.  | Manure salt .. ..          | Cwts. .. | 23,673  | 32,586    |

We will now turn our attention to those articles whose changes have a special interest for Great Britain, prefacing this with the remark that, owing to the nature of the Austrian frontiers, neither the exporting or importing localities are ascertainable.

| Articles.               | Imports.  | Exports.  |
|-------------------------|-----------|-----------|
|                         | Cwts.     | Cwts.     |
| Rye .. ..               | 8,468,388 | 2,027,473 |
| Wheat.. ..              | 5,379,994 | 1,386,630 |
| Barley and oats .. ..   | 1,727,874 | 5,888,974 |
| Rice .. ..              | 944,923   | 3,464     |
| Flour .. ..             | 1,115,720 | 1,277,565 |
| Hops .. ..              | 80,067    | 35,346    |
| Oil seed .. ..          | 162,740   | 268,029   |
| Clover seed .. ..       | 72,207    | 137,822   |
| Mustard seed.. ..       | 68,872    | 22,116    |
| Cotton.. ..             | 1,042,838 | 658       |
| Flax .. ..              | 709,609   | 100,329   |
| Wool .. ..              | 304,895   | 245,008   |
| Silk .. ..              | 19,193    | 14,884    |
| Ores .. ..              | 98,434    | 109,490   |
| Lead .. ..              | 59,669    | 14,412    |
| Pig iron .. ..          | 963,872   | 114,810   |
| Refined iron .. ..      | 80,197    | 106,425   |
| Rails .. ..             | 205,246   | 140,735   |
| Steel .. ..             | 7,536     | 91,951    |
| Sheet iron .. ..        | 105,004   | 72,808    |
| Cast iron .. ..         | 136,503   | 52,599    |
| Quicksilver .. ..       | 3,806     | 5,081     |
| Zinc .. ..              | 145,628   | 40,382    |
| Copper .. ..            | 101,348   | 12,069    |
| „ refined .. ..         | 4,713     | 12,434    |
| Cotton yarns—           |           |           |
| Raw.. ..                | 194,757   | 6,558     |
| Bleached .. ..          | 6,153     | 1,351     |
| Dyed .. ..              | 17,520    | 2,830     |
| Linen yarns—            |           |           |
| Raw.. ..                | 29,587    | 179,788   |
| Bleached and dyed .. .. | 624       | 1,449     |
| Threaded .. ..          | 2,127     | 2,344     |



| Articles.                            | Imports. | Exports. |
|--------------------------------------|----------|----------|
|                                      | Cwts.    | Cwts.    |
| Woollen yarns—                       |          |          |
| Raw.. ..                             | 57,410   | 17,224   |
| Dyed and threaded .. ..              | 10,821   | 7,187    |
| Cotton goods—                        |          |          |
| Common .. ..                         | 1,710    | 5,662    |
| Middling .. ..                       | 20,694   | 21,767   |
| Fine .. ..                           | 3,265    | 4,136    |
| Finest .. ..                         | 848      | 181      |
| Linen goods—                         |          |          |
| Cordage .. ..                        | 73,527   | 23,892   |
| Common goods .. ..                   | 6,081    | 90,852   |
| Middling .. ..                       | 148      | 2,881    |
| Fine .. ..                           | 74       | 641      |
| Finest .. ..                         | 37       | 63       |
| Woollen goods—                       |          |          |
| Commonest .. ..                      | 2,798    | 7,318    |
| Common .. ..                         | 34,196   | 40,789   |
| Middling .. ..                       | 28,548   | 21,229   |
| Fine .. ..                           | 395      | 3,201    |
| Finest .. ..                         | 187      | 237      |
| Printed .. ..                        | 303      | 1,740    |
| Silk goods—                          |          |          |
| Fine .. ..                           | 4,454    | 7,156    |
| Common .. ..                         | 3,021    | 592      |
| Lead goods .. ..                     | 510      | 286      |
| Iron goods—                          |          |          |
| Commonest .. ..                      | 371,040  | 90,717   |
| Common .. ..                         | 15,297   | 116,097  |
| Fine .. ..                           | 22,016   | 49,084   |
| Needles .. ..                        | 628      | 9        |
| Metal goods .. ..                    | 12,345   | 22,701   |
| Instruments .. ..                    | 6,824    | 8,419    |
| Machines and engines .. ..           | 411,592  | 278,237  |
| Small wares .. ..                    | 3,863    | 61,728   |
| Manures .. ..                        | 48,742   | 23,673   |
| Oilcakes .. ..                       | 34,739   | 305,998  |
| Rags .. ..                           | 36,345   | 52,235   |
| Bonedust .. ..                       | 23,728   | 255,529  |
|                                      |          | Florins. |
| Railway carriages, 60 pieces . Value | ..       | 620,788  |

To these data, which as already observed contain only the principal articles of the Austro-Hungarian commercial traffic, must be added for the sake of completeness the trade of Dalmatia, which forms a separate customs district with lower duty charges.

The total value of goods traffic in Dalmatia amounted in—

|       |        |    |    |    | Florins.  |
|-------|--------|----|----|----|-----------|
| 1874. | Import | .. | .. | .. | 9,592,720 |
|       | Export | .. | .. | .. | 6,591,700 |
| 1873. | Import | .. | .. | .. | 9,475,798 |
|       | Export | .. | .. | .. | 6,128,494 |

This increase of the value of the imports was caused by the increased imports of common drugs, groceries, firewood, cattle, vinegar, brandy, wool, of cotton goods not distinctly defined, of cordage, clothing, raw and refined iron, of iron goods, and refined metals, glass and small wares, also of starch and lime.

The imports of the following articles have decreased:—On fine

chemical and spice, on tar, manufactured tobacco, on pulse and corn, on fresh and preserved fine fruits, fresh garden produce, coal, wine, fats and soap, bleached cotton, iron wires, steel, unsized paper and paper works, on all chemical products and colours, and on cast-iron machines.

The increase in the value of the goods exported has been caused by the augmentation of the demand for corn, firewood, coals, prepared fish, leeches, oxen, sheep, horses, fresh and salted fish, wax, olive oil, wool, leather, crude cream of tartar, and bones; whilst the exports have decreased in fine and middling chemicals, groceries, dye woods, tar, turpentine, flour, fruit and cheese, spirits, wine, pig iron, copper, heavy stone work, ships, and common salt.

The calculated import duties on the principal goods amounted in 1874 to 248,191 fl., and in 1873 to 260,445 fl.; they were, therefore, less in the year 1874 by 12,254 fl.

#### CONSUMPTION.

One of the most important series of statistics for forming a judgment of the wealth of a country is that of its taxes on articles of consumption and those of its monopolies. Unfortunately in Austria these are only definitely tabulated very late in the year, so that at present I am only in a position to give the data included in the administrative returns from the 1st September, 1872, to September, 1873, serving therefore only as a supplement to my last year's report.

With respect to breweries, there were for 1872-73, 2,621 at work—*i. e.*, fifteen less than in the preceding year—but they produced 2,237,882 eimers of beer, or 350,534 eimers more than in that year. The import amounted to 7,683 eimers; the export to 277,231 eimers.

Spirits produced an income of 8,113,020 fl., as against 7,684,569 fl. for the last year—an increase of 428,451 fl.

The beet-root sugar refineries numbered 256, against 251 the previous year. They advised for taxation 36,439,417 cwts. fresh beet roots, which, however, was reduced, owing to numerous accidental causes, to 28,425,226 cwts., on which taxes were paid of 12,674,894 fl.; from this a drawback of no less than 6,314,076 fl. for sugar exported must be deducted. A considerable decrease is therefore perceptible in the home consumption, as whilst during 1870-71 the quantity of beet-root noted was 33,045,851 cwts., of which 4,620,625 cwts. belonged to 1872-73, the total for 1873-74 amounted only, according to reliable reports, to 24,000,000 cwts., and for 1874-75 only to 18,000,000 cwts.

The octroi duty—*i. e.*, the tax on articles of consumption in the closed cities—amounted in 1873 to 19,935,395 fl., and in 1872 to 18,952,914 fl., showing an increase of 982,481 fl.; but as the city of Vienna by itself showed an increase in this tax of 1,015,378 fl., the results from the other cities necessarily exhibit a considerable deficiency.

According to the final accounts of the year 1873 the incomes amounted to in—

|                  |    |    |    |    | Florins.   |
|------------------|----|----|----|----|------------|
| Brandy (spirits) | .. | .. | .. | .. | 8,103,513  |
| Wine ..          | .. | .. | .. | .. | 4,285,523  |
| Beer ..          | .. | .. | .. | .. | 26,233,601 |
| Meat ..          | .. | .. | .. | .. | 4,581,604  |
| Sugar ..         | .. | .. | .. | .. | 11,863,337 |

These are, however, gross incomes, and embrace the whole year

1873. The comparative results of 1873 as against 1872 show 1,917,251 fl. in advance, which sum divides itself thus:—

|                               | Florins.  |
|-------------------------------|-----------|
| On Spirits .. .. .            | 53,275    |
| Wine.. .. .                   | 17,039    |
| Beer.. .. .                   | 2,861,943 |
| Meat.. .. .                   | 23,612    |
| Sugar .. .. .                 | 121,002   |
|                               | <hr/>     |
|                               | 3,303,649 |
| Less the sugar drawback .. .. | 1,386,398 |
|                               | <hr/>     |
| Leaving .. .. .               | 1,917,251 |

the sum shown above.

The tobacco monopoly exhibits the following results for 1874. The income for—

|                                    | Florins.   |
|------------------------------------|------------|
| Home consumption amounted to .. .. | 57,232,038 |
| Foreign consumption .. ..          | 61,238     |
|                                    | <hr/>      |
| Together .. .. .                   | 57,293,321 |
| As compared with 1873 of .. ..     | 59,659,540 |
|                                    | <hr/>      |
| Or a decrease of .. .. .           | 2,366,219  |

*i. e.*, 3·96 per cent. less. Taking into account that formerly each year manifested a considerable rise in the produce of this tax, it is clearly proved that the consuming power of the country has decreased. There were smoked—

|   |                              |
|---|------------------------------|
| I. Cigars manufactured at home—1873 ..  | 1,181,034,823                |
| "    "    "    1874 ..                  | 1,092,311,786                |
|   | <hr/>                        |
| Less in 1874 .. ..                      | 38,723,037 or 3·42 per cent. |
| II. Cigars, foreign manufacture—1873 .. | 6,983,572                    |
| "    "    "    1874 ..                  | 5,049,912                    |
|   | <hr/>                        |
| Less in 1874 .. ..                      | 1,933,660 or 27·63 per cent. |
| III. Snuff—1873 .. ..                   | Vienna lbs.<br>4,123,583     |
| "    1874 .. ..                         | 4,096,247                    |
|   | <hr/>                        |
| Less in 1874 .. ..                      | 27,336 or 0·66 per cent.     |
| IV. Tobacco in cases—1873 .. ..         | Vienna lbs.<br>31,878,742    |
| "    "    1874 .. ..                    | 31,495,894                   |
|   | <hr/>                        |
| Less in 1874 .. ..                      | 382,848 or 1·2 per cent.     |
| Tobacco in packets—1873.. ..            | Number.<br>181,908,920       |
| "    "    1874.. ..                     | 181,516,177                  |
|   | <hr/>                        |
| Less in 1874 .. ..                      | 392,743 or 0·21 per cent.    |
| Tobacco in finest leaves—1873 .. ..     | Vienna lbs.<br>4,013         |
| "    "    1874 .. ..                    | 3,066                        |
|   | <hr/>                        |
| Less in 1874 .. ..                      | 947 or 6·13 per cent.        |



The stamp duty gives equally unfavourable results as far as they do not concern the following items, viz.:—Adhesive stamps, bills of exchange, stamps on lottery tickets and the numbers of playing cards, almanacks, newspapers, and advertisements, which are subject to be stamped per piece. These latter amounted in 1874 to 15,265,375 fl., against 15,061,728 fl. in 1873, showing an increase of 203,647 fl., or 1·4 per cent., which is divided thus:—

|  | 1874.      | 1873.      |
|--|------------|------------|
|  | Florins.   | Florins.   |
| Adhesive stamps .. .. .                | 13,864,605 | 13,577,588 |
| Playing cards .. .. .                  | 165,621    | 155,832    |
| Almanacks .. .. .                      | 137,026    | 134,477    |
| Newspapers .. .. .                     | 899,158    | 961,030    |
| Advertisements .. .. .                 | 17,010     | 47,967     |
| Lottery tickets .. .. .                | 47,365     | 29,198     |
| Stamped forms and bills of exchange .. | 135,190    | 155,894    |
| Total .. .. .                          | 15,265,375 | 15,061,728 |

In spite of this increase, it is worthy of notice that whilst the taxes derived from newspapers and commercial advertisements fell off considerably, the sale of the lottery tickets rose to the extent of fully 61 per cent. a fact which is strikingly characteristic.

The taxes paid by the National Bank, the railways and steamboats, the credit, discount, and insurance establishments, are shown by the following figures, viz.:—

|                  |           |
|------------------|-----------|
|                  | Florins.  |
| 1874 .. .. .     | 4,235,059 |
| 1873 .. .. .     | 6,923,652 |
| Decrease .. .. . | 2,688,597 |

Equal to nearly 60 per cent. of the total sum.

Having shown in former parts of this report the decrease of commercial and railway traffic, there remains only the task of giving some details of the postal and telegraph services in corroboration and for completing the picture of the year 1874, as far as it is possible to do so in Austria.

#### A.—TELEGRAPHIC DESPATCHES.

|                        |           |
|------------------------|-----------|
| 1874 .. .. .           | 3,101,711 |
| 1873 .. .. .           | 3,868,791 |
| Decrease, 1874 .. .. . | 767,080   |

#### B.—DESPATCHES RECEIVED.

|                        |           |
|------------------------|-----------|
| 1874 .. .. .           | 6,400,980 |
| 1873 .. .. .           | 4,079,338 |
| Decrease, 1874 .. .. . | 678,350   |

#### C.—DESPATCHES PASSING THROUGH.

|                        |           |
|------------------------|-----------|
| 1874 .. .. .           | 7,289,866 |
| 1873 .. .. .           | 7,688,648 |
| Decrease, 1874 .. .. . | 398,782   |

The total decrease in telegraphic messages comes to 1,844,220.

The income in florins is as under :—

|                  |    |    |    |    |    |    | Florins.  |
|------------------|----|----|----|----|----|----|-----------|
| 1874             | .. | .. | .. | .. | .. | .. | 2,547,696 |
| 1873             | .. | .. | .. | .. | .. | .. | 2,858,291 |
| Decrease .. .. . |    |    |    |    |    |    | 310,595   |

Thus the year 1874 is, both in respect of numbers of messages and of income derived from them, far behind 1873, and by no means considerably less than even 1872.

The postal traffic discloses the following results for 1874 :—

|  |                     |    |    |    |    |    | Number.     |
|--|---------------------|----|----|----|----|----|-------------|
| Prepaid letters  | ..                  | .. | .. | .. | .. | .. | 169,142,887 |
| Unpaid letters   | ..                  | .. | .. | .. | .. | .. | 5,692,691   |
| Cards of correspondence                                | ..                  | .. | .. | .. | .. | .. | 21,592,015  |
| Printed papers   | ..                  | .. | .. | .. | .. | .. | 18,635,633  |
| Goods samples  | ..                  | .. | .. | .. | .. | .. | 6,626,365   |
| Free letters..   | ..                  | .. | .. | .. | .. | .. | 24,246,288  |
| Ordinary parcels, weighing 24,473,168 lbs.             | ..                  | .. | .. | .. | .. | .. | 3,956,014   |
| Parcels with money and valuables, their declared value | 3,062,537,492 fl... | .. | .. | .. | .. | .. | 22,205,533  |

The international traffic comprises :—

|   |                 |    |    |    |    |    | Number.    |
|---|-----------------|----|----|----|----|----|------------|
| Letters   | ..              | .. | .. | .. | .. | .. | 50,258,161 |
| Registered letters                                  | ..              | .. | .. | .. | .. | .. | 15,107,321 |
| Ordinary parcels, weighing 9,435,333 lbs.           | ..              | .. | .. | .. | .. | .. | 1,205,912  |
| Money letters and parcels, with a declared value of | 624,943,322 fl. | .. | .. | .. | .. | .. | 5,069,235  |

#### MINING INDUSTRY.

During the quinquennial period 1869 to 1873, mining enterprise took a start upwards beyond all previous experience, as during this space of time the mining produce rose 73·7 per cent. as against the former quantities. These five years therefore can be rightly called the most favourable period, up to the present time, in Austrian mining industry, so much the more as the products were sold at very good prices; thus a production in quantity of 128,310,782 cwts., with a value of 43,891,499 fl. for the year 1868 is contrasted with 212,952,078 cwts. and a value of 85,429,067 fl. in 1873, or a rise in value of 94·6 per cent. From this it will be perceived that the values of mining production in the years 1869 to 1873 were considerably more favourable than the increase of the production itself, which was limited moreover through the competition of foreign mining industries, most of which were carried on at cheaper costs, and also by the small producing power of some of the undertakings. It is therefore very important to learn the surface area of the mining grants, as in showing the extent of such territory the greater or smaller spirit of enterprise in mining will be manifested. With the fact, however, that the mineral veins in work must evidently decrease in riches as the produce of the mine increases, the mining grants require at present the greater attention, as it is interesting to learn whether with the large production in ironstone and coal the necessary work has been executed by the mining adventurers for replacing the decrease of the ore and coal won by the opening out of new pits which would guarantee a longer duration of the mines. The state of the mining grants in the years 1869 to 1873 was as follows :—

|                   | 1869.  | 1870.  | 1871.  | 1872.  | 1873.  |
|-------------------|--------|--------|--------|--------|--------|
| Lower Austria ..  | 493    | 914    | 843    | 1,936  | 3,939  |
| Upper Austria ..  | 615    | 377    | 1,006  | 1,098  | 258    |
| Salzburg ..       | 41     | 53     | 164    | 151    | 322    |
| Styria ..         | 3,518  | 3,713  | 8,626  | 14,929 | 15,048 |
| Carinthia ..      | 431    | 639    | 1,122  | 1,943  | 1,896  |
| Carniola ..       | 245    | 257    | 575    | 1,585  | 4,322  |
| The Coastlands .. | 75     | 84     | 88     | 184    | 432    |
| The Tyrol ..      | 52     | 40     | 65     | 83     | 199    |
| Bohemia ..        | 7,952  | 9,662  | 18,739 | 27,763 | 35,957 |
| Moravia ..        | 990    | 1,285  | 1,318  | 1,992  | 1,981  |
| Silesia ..        | 618    | 750    | 967    | 1,297  | 1,547  |
| Galicia ..        | 896    | 971    | 2,724  | 4,397  | 4,115  |
| The Bukowina ..   | 246    | 58     | 37     | 36     | 41     |
| Dalmatia ..       | 10     | 104    | 104    | 1,529  | 1,122  |
| Total ..          | 16,182 | 18,907 | 36,378 | 58,855 | 71,160 |

From these figures will be seen how considerable was the increase in the number of the mining grants. This was caused principally by the desire for the discovery of mineral coal-beds, more particularly in those provinces which by constructing new railways guaranteed the profitable exploration once discovered. Besides the coal exploration grants, those for iron ores in Styria, Carinthia, Carniola, Bohemia, Moravia, and Salzburg were actively taken in hand. A smaller number searched for graphite in Lower Austria and Bohemia, for lead ores in Carinthia, the Tyrol, and Bohemia; copper in Bohemia, Salzburg, the Tyrol, and the Bukowina; sulphur in Styria and Silesia; silver ore in Bohemia; zinc ore and siderocalcit in Carinthia; and for petroleum in Galicia. The fluctuations which appear in the above reports of the designated years have their origin, as far as decrease is observable, in the proved barrenness of the diggings, and in increase by the expectation of new railway lines, large exports, and consequently in the great expected demand for mining products.

Notwithstanding the decrease of the number of mining grants in the year 1873 in divers provinces, on the whole there is to be noticed a considerable augmentation in their gross number for that year. The increase amounted in—

|                     | Grants. | Increase per Cent. |
|---------------------|---------|--------------------|
| Lower Austria .. .. | 3,741   | 1·889              |
| Upper Austria .. .. | 27      | 11·000             |
| Salzburg .. ..      | 303     | 15·940             |
| Styria .. ..        | 14,329  | 19·900             |
| Carinthia .. ..     | 1,640   | 6·940              |
| Carniola .. ..      | 4,165   | 26·520             |
| Coastlands .. ..    | 358     | 3·830              |
| The Tyrol .. ..     | 153     | 3·320              |
| Bohemia .. ..       | 30,595  | 5·700              |
| Moravia .. ..       | 1,274   | 1·800              |
| Silesia .. ..       | 1,179   | 3·200              |
| Galicia .. ..       | 3,489   | 5·570              |
| Bukowina .. ..      | 24      | 1·410              |
| Dalmatia .. ..      | 1,118   | 27·950             |
| Total .. ..         | 62,395  | 712·000            |



The number of private persons who possessed such mining grants numbered in—

|      |    |    |    |    |    |       |
|------|----|----|----|----|----|-------|
| 1869 | .. | .. | .. | .. | .. | 1,261 |
| 1870 | .. | .. | .. | .. | .. | 1,378 |
| 1871 | .. | .. | .. | .. | .. | 2,154 |
| 1872 | .. | .. | .. | .. | .. | 2,737 |
| 1873 | .. | .. | .. | .. | .. | 2,725 |

It is therefore apparent that the number of private individuals did not augment in proportion to the number of the mining grants; that even in the year 1873, with an increase of 20·9 per cent. in the grantees, there was a decrease of the private owners of 0·4 per cent. The cause of this is, that during these later years the explorations were undertaken on a larger scale in consequence of numerous share companies and syndicates appearing as grantees who were able to incur the expenditure for securing more numerous explorations, and who, which is still more agreeable, spent large sums for national research works, especially for deep boring with the diamond boring machines.

If we compare these augmented explorations with the extent of mining production for 1869 to 1873, we shall find that the former was considerably greater than the latter, which, since 1868, has increased or decreased according to the following rate:—

|                |    |    |    |    | Decrease. | Increase. |
|----------------|----|----|----|----|-----------|-----------|
|                |    |    |    |    | Per Cent. | Per Cent. |
| Lower Austria  | .. | .. | .. | .. | 15·7      | ..        |
| Upper Austria  | .. | .. | .. | .. | ..        | 34·3      |
| Salzburg       | .. | .. | .. | .. | 24·6      | ..        |
| Styria         | .. | .. | .. | .. | ..        | 105       |
| Carinthia      | .. | .. | .. | .. | ..        | 31·3      |
| Carniola       | .. | .. | .. | .. | ..        | 23·1      |
| The Coastlands | .. | .. | .. | .. | ..        | 46·5      |
| The Tyrol      | .. | .. | .. | .. | ..        | 43·4      |
| The Bukowina   | .. | .. | .. | .. | ..        | 76·5      |
| Bohemia        | .. | .. | .. | .. | ..        | 77·5      |
| Moravia        | .. | .. | .. | .. | ..        | 20·5      |
| Silesia        | .. | .. | .. | .. | ..        | 46·9      |
| Galicia        | .. | .. | .. | .. | ..        | 87·6      |
| Dalmatia       | .. | .. | .. | .. | 42·2      | ..        |

There remains now only to be examined what space was required in the different provinces at the beginning and close of the periods 1869 to 1873 by the mining grants; and it is here to be remarked that according to the Austrian Mining Law of the 23rd May, 1854, a mining grant represents a circle of ground with a diameter of 224 fathoms, *i.e.*, a total surface of 157,632·55 square fathoms.

The following figures give the results:—

|                |    |    |    | Millions square fathoms.             |                     |         |
|----------------|----|----|----|--------------------------------------|---------------------|---------|
|                |    |    |    | Total<br>Area of<br>the<br>Province. | Area of the Grants. |         |
|                |    |    |    |                                      | 1868.               | 1873.   |
| Lower Austria  | .. | .. | .. | 5,491·5                              | 31·2                | 620·9   |
| Upper Austria  | .. | .. | .. | 3,323·1                              | 36·4                | 40·6    |
| Salzburg       | .. | .. | .. | 1,985                                | 2·9                 | 50·7    |
| Styria         | .. | .. | .. | 6,220                                | 113·5               | 2,372·2 |
| Carinthia      | .. | .. | .. | 2,873·5                              | 37·2                | 295·7   |
| Carniola       | .. | .. | .. | 2,766·7                              | 24·7                | 681·3   |
| The Coastlands | .. | .. | .. | 2,212·9                              | 11·6                | 68·1    |
| The Tyrol      | .. | .. | .. | 8,123·8                              | 7·6                 | 31·3    |
| Bohemia        | .. | .. | .. | 14,392                               | 845·2               | 5,668   |
| Silesia        | .. | .. | .. | 1,425·8                              | 58                  | 243·8   |
| Galicia        | .. | .. | .. | 21,744·1                             | 98·7                | 648·6   |
| The Bukowina   | .. | .. | .. | 2,894·9                              | 2·7                 | 6·4     |
| Dalmatia       | .. | .. | .. | 3,543·7                              | 0·6                 | 176·9   |
| Moravia        | .. | .. | .. | 6,157·7                              | 111·4               | 312·2   |
| Total          | .. | .. | .. | 88,155                               | 1,381·6             | 11,217  |

At this point it should not be overlooked that the actually occupied surfaces for the mining grants do not exactly correspond with the above-stated area of surfaces, as the circular form of the area which the grants occupy excludes any precise junction of the different grants, and obliges their proprietors so to arrange these circles that there will remain no open field between them which somebody else could, if free, venture to make use of. The calculations will therefore have to be diminished by an allowance of 10 per cent. for such space, and the extent of the mining grants taken for 1868 at 1,243,200,000 square fathoms, 1873 at 10,095,000,000 square fathoms; but as this is not the case in all provinces, we can well accept the above-mentioned figures as representing the development of mining for 1869 to 1873. This comparison shows that in the different provinces the following areas of space were covered with mining exploration grants:—

|                        |    |    |    | As to the End of the Year. |           |
|------------------------|----|----|----|----------------------------|-----------|
|                        |    |    |    | 1868.                      | 1873.     |
|                        |    |    |    | Per Cent.                  | Per Cent. |
| Lower Austria ..       | .. | .. | .. | 0·56                       | 11·30     |
| Upper Austria ..       | .. | .. | .. | 1·09                       | 1·22      |
| Salzburg ..            | .. | .. | .. | 0·15                       | 2·55      |
| Styria ..              | .. | .. | .. | 1·82                       | 38·13     |
| Carinthia ..           | .. | .. | .. | 1·29                       | 10·20     |
| Carniola ..            | .. | .. | .. | 0·89                       | 24·62     |
| The Coastlands ..      | .. | .. | .. | 0·52                       | 3·08      |
| The Tyrol ..           | .. | .. | .. | 0·08                       | 0·38      |
| Bohemia ..             | .. | .. | .. | 5·94                       | 39·38     |
| Moravia ..             | .. | .. | .. | 1·81                       | 5·07      |
| Silesia ..             | .. | .. | .. | 4·06                       | 17·10     |
| Galicia ..             | .. | .. | .. | 0·45                       | 2·98      |
| The Bukowina ..        | .. | .. | .. | 0·08                       | 0·22      |
| Dalmatia ..            | .. | .. | .. | 0·01                       | 4·99      |
| Average for Austria .. | .. | .. | .. | 1·66                       | 13·48     |

This table proves that Styria had the greatest amount of activity in its mining operations, they claiming above one-third of the province, with 36·31 per cent. increase; thus the rented mining sets—Grubenmassen—amounted in 1868 to 329,215,821 square fathoms, in 1873 to 416,809,886 square fathoms, being an increase of 87,594,065 square fathoms or 26·3 per cent., thus showing the actual mining to have increased in very satisfactory proportions. Hence the desire arises in circles interested in mining for a revision of the mining laws, so that they may be made to facilitate the operations of the real workers in mines, and secure them suitable indemnifications for the sacrifices made.

#### WAGES, 1873 and 1875.

The effects of the general depression in manufacturing industry almost throughout Europe, and more especially those of our great crisis, are most clearly exhibited in the item of daily wages.

It is scarcely necessary to remark that numerous factories have suspended work either entirely or reduced it to one-third of their ordinary production, as well as that a large number of the trading population and also workmen are without any occupation whatever.

Wages may be classified under three heads, including the principal branches of trade extending over the whole monarchy. The figures herewith given do not profess to be exactly correct, as they have not been taken from reports of the official statistics, none of which indeed have been issued; they are therefore the result of such reliable sources as could be got at privately:—

| Manufacturing Productions.  | Province.               | Category. | 1873.  | 1875.  | Minus<br>Per Cent. | Average<br>Per Cent.                       |
|-----------------------------|-------------------------|-----------|--------|--------|--------------------|--|
|                             |                         |           | Fl. c. | Fl. c. |                    |  |
| Iron and steel ... ..       | Silesia ...             | I.        | 3 00   | 2 20   | 26·27              | 40·98                                      |
|                             |                         | II.       | 2 00   | 1 00   | 50·00              |  |
|                             |                         | III.      | 1 50   | 0 80   | 46·47              |  |
|                             | Corinthia and<br>Styria | I.        | 3 50   | 2 50   | 28·57              | 31·00                                      |
|                             |                         | II.       | 2 50   | 2 00   | 20·00              |  |
|                             |                         | III.      | 1 80   | 1 00   | 44·44              |  |
| Coals ... ..                | Bohemia and<br>Moravia  | I.        | 3 50   | 3 00   | 14·29              | 22·54                                      |
|                             |                         | II.       | 2 50   | 2 00   | 20·00              |  |
|                             |                         | III.      | 1 50   | 1 00   | 33·33              |  |
|                             | Moravia                 | I.        | 4 00   | 3 00   | 25·00              | 25·00                                      |
|                             |                         | II.       | 2 00   | 1 50   | 25·00              |  |
|                             |                         | III.      | 4 50   | 3 50   | 22·25              |  |
| Woollens and worsted ... .. | Bohemia                 | I.        | 3 00   | 2 00   | 33·33              | 27·80                                      |
|                             |                         | II.       | 3 00   | 2 50   | 37·50              |  |
|                             |                         | III.      | 4 00   | 2 75   | 30·00              |  |
|                             | Styria ...              | I.        | 3 00   | 3 00   | ...                | 33·75                                      |
|                             |                         | II.       | 1 50   | 1 00   | 33·33              |  |
|                             |                         | III.      | 3 50   | 2 70   | 22·86              |  |
| Cotton mills ... ..         | Reichenberg             | I.        | 3 50   | 2 70   | 22·86              | 33·65                                      |
|                             |                         | II.       | 1 80   | 1 00   | 44·44              |  |
|                             |                         | III.      | 3 00   | 2 00   | 33·33              |  |
|                             | Bielitz ...             | I.        | 3 00   | 2 00   | 33·33              | 33·33                                      |
|                             |                         | II.       | 1 50   | 1 00   | 33·33              |  |
|                             |                         | III.      | 2 50   | 1 70   | 32·00              |  |
| Glass factories ... ..      | Jagerndorf              | I.        | 1 50   | 1 00   | 33·33              | 32·67                                      |
|                             |                         | II.       | 3 00   | 2 00   | 33·33              |  |
|                             |                         | III.      | 2 80   | 2 00   | 28·57              |  |
|                             | Trautau ...             | I.        | 2 50   | 1 70   | 32·00              | 35·98                                      |
|                             |                         | II.       | 2 00   | 1 00   | 50·00              |  |
|                             |                         | III.      | 2 00   | 1 00   | 50·00              |  |
| Paper ... ..                | Steinschoenau           | I.        | 3 00   | 2 50   | 16·67              | 16·67                                      |
|                             |                         | II.       | 3 00   | 2 00   | 33·33              | 33·33                                      |
| Leather ... ..              | Brunn ...               | I.        | 4 00   | 3 00   | 25·00              | 12·50                                      |
|                             |                         | II.       | 1 50   | 1 50   | ...                | 25·00                                      |
| Foundries, &c. ... ..       | Prague ...              | I.        | 3 00   | 2 50   | 16·67              | 10·00                                      |
|                             |                         | II.       | 1 80   | 1 20   | 33·37              |  |
|                             |                         | III.      | 4 00   | 4 00   | ...                |  |
|                             | Vienna ...              | I.        | 2 50   | 2 00   | 20·00              | 22·54                                      |
|                             |                         | II.       | 3 50   | 3 00   | 14·29              |  |
|                             |                         | III.      | 2 50   | 2 00   | 20·00              |  |
| Breweries ... ..            | Bohemia                 | I.        | 1 50   | 1 00   | 33·33              | 29·17                                      |
|                             |                         | II.       | 4 00   | 3 00   | 25·00              |  |
|                             |                         | III.      | 2 00   | 1 50   | 33·33              |  |
|                             | Vienna ...              | I.        | 2 00   | 1 00   | 50·00              | 53·33                                      |
|                             |                         | II.       | 2 00   | 0 80   | 60·00              |  |
|                             |                         | III.      | 1 20   | 0 60   | 50·00              |  |
| Railways, earthworks ... .. | Austria ...             | I.        | 3 00   | 2 00   | 33·33              | 31·25                                      |
|                             |                         | II.       | 4 00   | 1 50   | 62·50              |  |
|                             |                         | III.      | 2 50   | 2 00   | 20·00              |  |
|                             | Bohemia                 | I.        | 2 50   | 1 20   | 40·00              | 18·70                                      |
|                             |                         | II.       | 2 00   | 2 00   | ...                |  |
|                             |                         | III.      | 1 40   | 1 10   | 21·36              |  |
| Daily labour ... ..         | Pesth ...               | I.        | 1 50   | 1 00   | 33·33              | 18·70                                      |
|                             |                         | II.       | 1 00   | 0 80   | 20·00              |  |
|                             |                         | III.      | 0 80   | 0 80   | ...                |  |
|                             | Vienna ...              | I.        | 1 00   | 0 80   | 20·00              | Average<br>minus,<br>14·45<br>per<br>cent. |
|                             |                         | II.       | 0 80   | 1 00   | 25·00 plus         |  |
|                             |                         | III.      | 1 20   | 0 70   | 41·67 minus        |  |
| Agricultural wages ... ..   | Lower Austria           | I.        | 1 30   | 1 00   | 23·08              | 14·45<br>per<br>cent.                      |
|                             |                         | II.       | 1 20   | 0 80   | 33·33              |  |
|                             |                         | III.      | 0 80   | 0 60   | 25·00              |  |
|                             | Moravia                 | I.        | 1 00   | 0 90   | 10·00              | 37·50 plus                                 |
|                             |                         | II.       | 1 00   | 0 90   | 10·00              |  |
|                             |                         | III.      | 0 80   | 1 10   | 37·50 plus         |  |

The average reduction in wages amounts, therefore, to above 25 per cent., and affects principally the lower class of labour, whilst the skilled workmen in the finer class of work keep up their wages almost always undisturbed. It is quite natural that in a great measure provisions have fallen in price, but unluckily there exists no statistical report which would afford means for drawing parallels on that ground. This question is also a very complicated one on account of the fluctuations in the rate of exchange; however, from the above tables it is clearly to be seen that wages rose in 1873 to an abnormal and unjustifiable height, merely caused by a feverish mania of over-production.



## AUSTRIAN RAILWAYS, 1874.

*Increase.*—In the year 1874 were opened for public traffic in both parts of the Empire a total of 67·45 German miles of railway with locomotive power. The new lines have 61 new stations and halting points, and 10 junctions with other lines of railway. This opening comprises 20 branch lines belonging to 12 different companies. Of these new railway lines 13 branches come to Cisleithania from 9 railway companies with 44 German miles; 49 stations and halting-places and 9 junctions with the lines of foreign companies to countries belonging to the Hungarian Crown. Eight branches of 4 railways of a length of 23·45 German miles, with 12 new stations, belong to another line. Of the lines opened in Austria belong to the—

|                                   | German Miles. |    |    |    |       |
|-----------------------------------|---------------|----|----|----|-------|
| Austrian North-west Railway .. .. | ..            | .. | .. | .. | 29·5  |
| Francis Joseph Railway .. ..      | ..            | .. | .. | .. | 5·12  |
| Vienna Pottendorf Railway .. ..   | ..            | .. | .. | .. | 4·157 |
| Aussig Teplitz Railway .. ..      | ..            | .. | .. | .. | 3·528 |
| Leopoldsberg Railway .. ..        | ..            | .. | .. | .. | 0·65  |
| Emperor Ferdinand's Railway .. .. | ..            | .. | .. | .. | 0·34  |
| Moravian Frontiers Railway .. ..  | ..            | .. | .. | .. | 0·27  |
| South Lausitz Railway .. ..       | ..            | .. | .. | .. | 0·55  |
| Total .. ..                       | ..            | .. | .. | .. | 44    |

## To Hungary—

|  | German Miles. |    |    |    |       |
|--|---------------|----|----|----|-------|
| Hungarian State Railway .. ..          | ..            | .. | .. | .. | 15·7  |
| Austrian States Railway .. ..          | ..            | .. | .. | .. | 7·19  |
| Waag Valley Railway .. ..              | ..            | .. | .. | .. | 0·5   |
| First Hungarian Galician Railway .. .. | ..            | .. | .. | .. | 0·06  |
| Total .. ..                            | ..            | .. | .. | .. | 67·37 |

## The following lines are now in construction in Austria—

|                               | German Miles. |    |    |    |       |
|-------------------------------|---------------|----|----|----|-------|
| Tarnow Leluchow .. ..         | ..            | .. | .. | .. | 19·22 |
| Istrian Railway .. ..         | ..            | .. | .. | .. | 18·99 |
| Rakonitz Rotura .. ..         | ..            | .. | .. | .. | 19·35 |
| Dalmatian Railway .. ..       | ..            | .. | .. | .. | 18·98 |
| Pilsen Priesen .. ..          | ..            | .. | .. | .. | 12·93 |
| Buschtehrad II. .. ..         | ..            | .. | .. | .. | 5·26  |
| Empress Elizabeth .. ..       | ..            | .. | .. | .. | 35·88 |
| Prague Dux .. ..              | ..            | .. | .. | .. | 2·44  |
| South North German .. ..      | ..            | .. | .. | .. | 7·67  |
| Austrian States Railway .. .. | ..            | .. | .. | .. | 13·97 |
| Albrechts Railway .. ..       | ..            | .. | .. | .. | 14·10 |
| Emperor Ferdinand .. ..       | ..            | .. | .. | .. | 0·50  |
| South Lausitz Railway .. ..   | ..            | .. | .. | .. | 0·43  |

Together 164·72 German miles, most of which were or will be opened for public traffic in 1875, while the smaller part remain over till the year 1876. At the same time concessions were granted for several small lines, and Parliament desired that the Minister of Commerce should present an entire railway programme, which request he has not up to the present time complied with.

*Traffic.*—In the year 1874 the Austrian Railway Companies, with an opened mileage of about 2,100 German miles, carried 38,932,076 passengers, and 679,080,813 Zoll. centner goods. Compared with 1873 this shows a reduction in passengers of 1,988,653, and an increase of goods of 10,540,772 cwt. The income amounted in 1874 to 177,386,140 fl. as against 185,685,349 fl. in 1873, or a decrease of 8,299,209 fl. on the previous year. As the average mileage length during the whole of 1873 amounted only to 1,911·10 German miles, whilst in 1874 it was 2,077·29, the income per annum and per mile was—1874, 85,394 fl.; 1873, 87,105 fl. It follows that there was a decrease of upwards of 12 per cent. of the incomes of last year, which clearly enough shows the continuing effects of the crisis of 1873. The results of the railway traffic come to—

|      |    |    |    | Passengers. | Goods.      | Receipts.   |
|------|----|----|----|-------------|-------------|-------------|
|      |    |    |    |             | Cwts.       | Florins.    |
| 1870 | .. | .. | .. | 19,583,204  | 400,103,435 | 127,373,301 |
| 1871 | .. | .. | .. | 25,816,521  | 503,066,493 | 152,410,931 |
| 1872 | .. | .. | .. | 34,688,825  | 564,347,615 | 160,492,299 |
| 1873 | .. | .. | .. | 40,583,104  | 668,202,370 | 185,685,349 |
| 1874 | .. | .. | .. | 38,932,076  | 679,080,813 | 177,386,140 |

These results are divided amongst the different companies in round figures as follows:—

|                             | 1874.      |                 | 1873.      |                 |
|-----------------------------|------------|-----------------|------------|-----------------|
|                             | Receipts.  | Or<br>per Mile. | Receipts.  | Or<br>per Mile. |
|                             | Florins.   | Florins.        | Florins.   | Florins.        |
| <b>In Austria—</b>          |            |                 |            |                 |
| First Hungarian Galician .. | 829,900    | 23,645          | 549,000    | 17,332          |
| Kaschau Oderberg .. ..      | 3,098,000  | 64,040          | 2,577,000  | 53,268          |
| Austrian States .. ..       | 30,325,000 | 140,194         | 35,428,000 | 166,081         |
| Southern .. ..              | 32,233,000 | 110,031         | 36,417,000 | 128,831         |
| West Hungarian .. ..        | 1,355,000  | 27,330          | 1,174,000  | 23,648          |
| Aussig Teplitz .. ..        | 2,141,000  | 202,957         | 1,883,000  | 220,526         |
| Bohemian, Northern.. ..     | 1,435,000  | 60,329          | 1,334,000  | 58,237          |
| " Western .. ..             | 2,953,000  | 115,479         | 3,107,000  | 121,481         |
| Braunau Strasswalchen ..    | 71,000     | 14,739          | 20,000     | 13,465          |
| Buschtehrad .. ..           | 4,100,000  | 83,319          | 3,879,000  | 79,615          |
| Dniester .. ..              | 262,000    | 17,712          | 290,000    | 19,584          |
| Dux Bodenbach .. ..         | 1,173,000  | 102,548         | 596,000    | 52,148          |
| Archduke Albert .. ..       | 210,000    | 21,326          | 37,000     | 17,997          |
| " Charles Louis ..          | 11,769,000 | 150,846         | 10,077,000 | 130,132         |
| Gratz Koeftach .. ..        | 1,243,000  | 104,202         | 1,051,000  | 103,655         |
| Francis Joseph .. ..        | 7,365,000  | 82,358          | 8,088,000  | 90,769          |
| Elisabeth .. ..             | 10,281,000 | 116,169         | 12,628,000 | 147,388         |
| Crown Prince Rudolf ..      | 3,774,000  | 45,321          | 3,649,000  | 45,635          |
| Emperor Ferdinand .. ..     | 23,746,000 | 307,906         | 23,703,000 | 308,081         |
| Moravian Silesian .. ..     | 1,105,000  | 53,415          | 1,123,000  | 59,363          |
| Lemberg Czernovitz .. ..    | 3,277,000  | 69,908          | 3,020,000  | 64,421          |
| Leoben Vordernberg .. ..    | 131,000    | 65,261          | 1,140,000  | 56,752          |
| Lundenburg Grussbach ..     | 154,000    | 12,605          | 88,000     | 14,433          |
| Moravian Frontiers .. ..    | 391,000    | 25,700          | 177,000    | 32,790          |
| " Silesian, Central ..      | 551,000    | 29,720          | 536,000    | 29,317          |
| Austrian North Western ..   | 7,957,000  | 67,679          | 6,965,000  | 81,941          |
| Ostrau Friedland .. ..      | 240,000    | 55,534          | 282,000    | 65,339          |
| Pilsen Priesen .. ..        | 559,000    | 25,240          | 276,000    | 19,024          |
| Prague Dux .. ..            | 532,000    | 29,122          | 397,000    | 26,055          |
| South-Northern German ..    | 2,872,000  | 97,607          | 2,912,000  | 98,952          |
| Turnau Kralup .. ..         | 1,191,000  | 74,845          | 1,197,000  | 75,243          |
| Vorarlberg .. ..            | 294,000    | 23,014          | 263,000    | 20,697          |
| Vienna Pottendorf .. ..     | 208,000    | 28,030          | 205,000    | 45,826          |
| <b>In Hungary—</b>          |            |                 |            |                 |
| Alfold Fiume.. ..           | 1,462,000  | 28,188          | 1,597,000  | 30,802          |
| Arad Temesvar .. ..         | 201,000    | 26,767          | 222,000    | 29,463          |
| Danube Drave .. ..          | 289,000    | 13,276          | 247,000    | 14,463          |
| Eperies Tarnow .. ..        | 76,000     | 10,787          | 35,000     | 7,609           |
| First Transylvanian .. ..   | 1,245,000  | 32,589          | 1,772,000  | 46,394          |
| Fünfkirchen Bács .. ..      | 352,000    | 39,480          | 461,000    | 51,644          |
| Mohács Fünfkirchen.. ..     | 923,000    | 127,416         | 1,045,000  | 144,165         |
| Theiss .. ..                | 4,961,000  | 64,997          | 6,060,000  | 79,382          |
| North Eastern .. ..         | 2,353,000  | 31,124          | 2,054,000  | 29,342          |
| Eastern .. ..               | 2,228,000  | 27,925          | 1,570,000  | 23,365          |
| The State Railways .. ..    | 5,009,000  | 38,000          | 6,326,000  | 66,590          |
| Waag Valley .. ..           | 275,000    | 46,366          | 233,000    | 57,035          |

These results show the following differences in favour of—

|                             | 1874.     |                 | 1873.     |                 |
|-----------------------------|-----------|-----------------|-----------|-----------------|
|                             | Receipts. | Or<br>per Mile. | Receipts. | Or<br>per Mile. |
|                             | Florins.  | Florins.        | Florins.  | Florins.        |
| <b>In Austria—</b>          |           |                 |           |                 |
| First Hungarian Galician .. | 279,000   | 6,313           | ..        | ..              |
| Kaschau Oderberg .. ..      | 521,000   | 10,772          | ..        | ..              |
| Austrian States .. ..       | ..        | ..              | 5,103,000 | 26,887          |
| Southern .. ..              | ..        | ..              | 4,183,000 | 15,800          |
| West Hungarian .. ..        | 180,000   | 3,646           | ..        | ..              |
| Aussig Teplitz .. ..        | 257,000   | ..              | ..        | 17,569          |
| Bohemian, Northern ..       | 100,000   | 2,092           | ..        | ..              |
| " Western .. ..             | ..        | ..              | 133,000   | 6,002           |
| Braunau Strasswalchen ..    | 51,000    | 1,274           | ..        | ..              |
| Bushtierad .. ..            | 821,000   | 3,694           | ..        | ..              |
| Dniester .. ..              | ..        | ..              | 27,000    | 1,872           |
| Dux Bodenbach .. ..         | 576,000   | 50,400          | ..        | ..              |
| Archduke Albert .. ..       | 173,000   | 3,329           | ..        | ..              |
| " Charles Louis ..          | 1,691,000 | 20,714          | ..        | ..              |
| Graz Koeflach .. ..         | 192,000   | 547             | ..        | ..              |
| Francis Joseph .. ..        | ..        | ..              | 722,000   | 8,441           |
| Elisabeth .. ..             | ..        | ..              | 2,246,000 | 31,219          |
| Crown Prince Rudolf ..      | 125,000   | ..              | ..        | 314             |
| Emperor Ferdinand ..        | 43,000    | ..              | ..        | 175             |
| Moravian Silesian .. ..     | ..        | ..              | 17,000    | 948             |
| Lemberg Czernowitz ..       | 257,000   | 5,487           | ..        | ..              |
| Leoben Vordernberg ..       | 171,000   | 8,509           | ..        | ..              |
| Lundenburg Grussbach ..     | 65,000    | ..              | ..        | 1,828           |
| Moravian Frontiers ..       | 214,000   | ..              | ..        | 7,090           |
| " Silesian, Central ..      | 14,000    | 403             | ..        | ..              |
| Austrian, North Western ..  | ..        | ..              | 992,000   | 14,262          |
| Ostrau Friedland .. ..      | ..        | ..              | 42,000    | 9,805           |
| Pilsen Priesen .. ..        | 283,000   | 6,216           | ..        | ..              |
| Prague Dux .. ..            | 135,000   | 3,067           | ..        | ..              |
| South-Northern German ..    | ..        | ..              | 39,000    | 1,343           |
| Turnau Kralup .. ..         | ..        | ..              | 6,000     | 398             |
| Vorarlberg .. ..            | 30,000    | 2,417           | ..        | ..              |
| Vienna Pettendorf .. ..     | 2,000     | ..              | ..        | 17,796          |
| <b>In Hungary—</b>          |           |                 |           |                 |
| Alfold Fiume .. ..          | ..        | ..              | 135,000   | 2,614           |
| Arad Temesvar .. ..         | ..        | ..              | 20,000    | 2,696           |
| Danube Drave .. ..          | 42,000    | ..              | ..        | 1,192           |
| Eperies Tarnow .. ..        | 40,000    | 3,178           | ..        | ..              |
| First Transylvanian ..      | ..        | ..              | 527,000   | 13,805          |
| Fünfkirchen Bács .. ..      | ..        | ..              | 108,000   | 12,164          |
| Mohács Fünfkirchen ..       | ..        | ..              | 121,000   | 16,749          |
| Theiss .. ..                | ..        | ..              | 1,099,000 | 14,385          |
| North Eastern .. ..         | 299,000   | 1,782           | ..        | ..              |
| Eastern .. ..               | 657,000   | 4,560           | ..        | ..              |
| The State Railways .. ..    | ..        | ..              | 1,317     | 28,590          |
| Waag Valley .. ..           | 51,000    | ..              | ..        | 10,669          |

It is natural that with such results that railway shares and stock would not give the same returns as in former years, and that (with the exception of a few which paid a small dividend) only those which enjoyed the guarantee of the State could fulfil their obligations, whilst the others were only too happy when they were able to pay partial interest on their capital stock. Some of them, however, were so embarrassed that they could not pay even the interest on their debentures.



As England holds a large amount of Austrian railway stock, it is of essential interest for her to know the financial state of each single railway traversing Cisleithania. The following lines paid the interest of their debentures and of their shares fully :—

## I.—(A.) Without State Guarantee.

|                           | Share Capital. | Shares.  | Dividend. | Debenture Capital. |
|---------------------------|----------------|----------|-----------|--------------------|
|                           | Florins.       | Florins. | Florins.  | Florins.           |
| Aussig Teplitz .. ..      | 5,260,500      | 210      | 23·10     | 11,757,600         |
| Bushtierad—Letter A .. .. | 9,975,000      | 525      | 26·25     | 31,157,850         |
| „ „ B .. ..               | 12,000,000     | 200      | 10        | 32,980,000         |
| Emperor Ferdinand .. ..   | 78,236,812     | 1,050    | 140       | 6,720,000          |
| Gratz Koeftach .. ..      | 6,349,298      | 200      | 15        |                    |

## (B.) With State Guarantee.

|  | Share Capital. | Shares.  | Dividend. | Debenture Capital. |
|--|----------------|----------|-----------|--------------------|
|  | Florins.       | Florins. | Florins.  | Florins.           |
| Archduke Albert .. ..                  | 10,119,800     | 200      | 10        | 15,179,400         |
| Bohemian, Western .. ..                | 12,000,000     | 200      | 10        | 15,000,000         |
| Brunn Rossitz .. ..                    | 2,107,875      | 200      | 12        | 2,250,000          |
| Elisabeth .. ..                        | 62,000,000     | 210      | 10·50     | 86,582,000         |
| Francis Joseph .. ..                   | 42,416,600     | 200      | 10        | 49,560,000         |
| Archduke Charles Louis .. ..           | 47,880,000     | 210      | 17·85     | 39,900,000         |
| Kaschau Oderberg .. ..                 | 19,412,600     | 200      | 10        | 38,825,000         |
| Lemberg Czernovitz .. ..               | 22,500,000     | 200      | 10        | 45,000,000         |
| Austrian, North Western—Letter A .. .. | 36,000,000     | 200      | 10        | 74,110,000         |
| Crown Prince Rudolf .. ..              | 48,462,000     | 200      | 10        | 85,428,600         |
| Austrian States .. ..                  | 110,000,000    | 200      | 20        | 142,500,000        |
| Hungarian Galician .. ..               | 12,500,000     | 200      | 10        | 18,707,000         |
| „ Western .. ..                        | 15,000,000     | 200      | 10        | 21,000,000         |
| Vorarlberg .. ..                       | 6,000,000      | 200      | 10        | 7,257,000          |
| Pilsen Priesen .. ..                   | 000,000        | 200      | 10        | 12,000,000         |

II.—RAILWAYS which paid the Interest on their Debentures in full, but which, nevertheless, did not pay the understood and promised 5 per cent. Interest on their Shares.

|  | Share Capital. | Shares.  | Dividend. | Debenture Capital. |
|--|----------------|----------|-----------|--------------------|
|  | Florins.       | Florins. | Florins.  | Florins.           |
| Bohemian, Northern .. ..               | 7,999,950      | 150      | 3·75      | 10,320,000         |
| Moravian Frontiers .. ..               | 9,000,000      | 200      | 5         | 8,000,000          |
| Austrian, North Western—Letter B .. .. | 30,000,000     | 200      | 5         | ..                 |
| Ostrau Friedland .. ..                 | 1,450,000      | 200      | 6         | 1,449,900          |
| Southern .. ..                         | 150,000,000    | 200      | 6         | 838,400,000        |
| South-Northern German .. ..            | 15,750,000     | 210      | 9         | 14,434,200         |
| Turnau Kralup .. ..                    | 5,500,000      | 200      | 8         | 6,499,950          |
| Vienna Pottendorf .. ..                | 4,470,000      | ..       | ?         | 6,500,000          |

These partly 3, 5, & 6 per cent.

III.—RAILWAYS which paid the Interest on their Debentures in full,  
but nothing at all on their Share Capital.

|                     | Share Capital. | Shares.  | Dividend. | Debenture Capital. |
|---------------------|----------------|----------|-----------|--------------------|
|                     | Florins.       | Florins. | Florins.  | Florins.           |
| Dux Bodenbach .. .. | 6,600,000      | 150      | ..        | 9,900,000          |

IV.—RAILWAYS which both on Debentures and Shares paid only  
partially.

|                          | Share Capital. | Shares.  | Dividend. | Debenture Capital.        |
|--------------------------|----------------|----------|-----------|---------------------------|
|                          | Florins.       | Florins. | Florins.  | Florins.                  |
| Braunau Strasswalchen .. | 2,000,000      | 200      | 1.91      | 3,000,000 { 2½ per cent.  |
| Prague Dux .. ..         | 10,700,000     | 150      | 3.75      | 16,050,000 { 2½ per cent. |

V.—RAILWAYS which paid partially on Debentures and nothing on  
Share Capital.

|                | Share Capital. | Shares.  | Dividend. | Debenture Capital.       |
|----------------|----------------|----------|-----------|--------------------------|
|                | Florins.       | Florins. | Florins.  | Florins.                 |
| Dniester .. .. | 4,800,000      | 200      | ..        | 7,200,000 { 2½ per cent. |

VI.—RAILWAYS which neither paid any Interest on their Debenture  
or their Share Capital.

|                               | Share Capital. | Shares.  | Dividend. | Debenture Capital. |
|-------------------------------|----------------|----------|-----------|--------------------|
|                               | Florins.       | Florins. | Florins.  | Florins.           |
| Leoben Vordernberg.. ..       | 640,000        | 200      | ..        | 960,000            |
| Lundenburg Grussbach ..       | 4,910,000      | 200      | ..        | 6,240,000          |
| Moravian Silesian, Central .. | 1,800,000      | 200      | ..        | 2,700,000          |
| Ebensee Ischl Steg .. ..      | 1,800,000      | 200      | ..        | 2,700,000          |

These figures distinctly prove that only few of the Austrian railways are in a position to pay on the capital stock the customary 5 per cent. interest without claiming a contribution from the Government. Most of those which enjoy a State guarantee of interest require a very large proportion of the same. The budget for the year 1874 showed an amount wanted for contributions on interest, etc., on capital stock of railways of 17,000,000 fl., and even if this considerable claim on the State Treasury was caused in great part by the disastrous effects of the crisis of 1873, it nevertheless cannot be denied that our lines, even the principal ones, will require for several years extraneous help

to allow of only the 5 per cent. customary interest on the capital stock. The cause of this lies only partially in the undeveloped traffic and the bad times in trade. The real cause is that the railways were constructed at too great a cost, or perhaps, rather, that the sums charged upon them, and for which they have to pay interest, have been excessive, both as relates to cost of construction, profits of *concessionaires*, and extravagances in unproductive works. As concerns the railways of later years not guaranteed according to the results up to the present time, as shown by the above figures, they are by no means in a position even to meet the claims of their creditors, much less to leave a profit to their shareholders; most of them, indeed, may be said to be on the verge of bankruptcy if they are unable to make arrangements in some way or other.

The Government has for these embarrassed lines, absolutely no policy whatever, and even no thought; it envelopes itself in the mantle of *vis inertiae*, and is supported in this respect by the members of the Reichsrath, who have, since the commencement of the crisis, proclaimed unproductive parsimony as first and highest principle.

The solitary expedient hit upon for supporting the numerous little lines, which with heavy administrative expenses cannot pay, viz., their fusion with the great Trunk lines, is not likely to answer, because the parties concerned possess neither the necessary enlightenment nor the facilities for the discovery of the remedies which are necessary to reconcile so many divergent interests, and to solve so many complicated questions.

It is thus that the fusion of the Lundenburg Grussbach, the South-North German, with the Austrian North Western, the union of all the Galician lines with the Archduke Charles Louis, the much embarrassed West Bohemian lines with the Francis Joseph, as well as several other projects, have never arrived at any stage beyond that of mere talk.

Besides this, the Government has taken an active part in estranging capital from railway enterprise. The incredibly high taxation of railway property, of which no one except an Austrian can form an approximate notion; the prohibition to estimate the difference as applied to silver and gold currency in the working expenses, as well as the refusal of the Government to cover the deficits of the guaranteed lines, have so much reduced the return from railway stock, that foreign shareholders have in the course of the year thrown back their shares upon the Austrian markets, and in consequence severely depressed the values.

It appears therefore natural, that foreign capital, not to speak of home capital, should not be at all disposed, with such results, which do not even show a moderate profit, to venture into such risky undertakings as railway construction in Austria and Hungary has been during the last few years. There remains, therefore, no alternative but for the State to take in hand itself the construction of State lines, and to manage them at its own costs, for which purpose the Parliament yearly grants sufficient sums.

It must be regretted that the question of State railway construction has not been dealt with on any principle, but simply through isolated cases.

When we look at the results of the activity of the State in this direction, we shall find that there were granted for State railway construction for the—

|                 |    |    |    |    | Florins    |
|-----------------|----|----|----|----|------------|
| Dalmatian lines | .. | .. | .. | .. | 12,161,000 |
| Istrian lines.  | .. | .. | .. | .. | 13,536,000 |
| Bohemian lines  | .. | .. | .. | .. | 16,500,000 |
| Galician lines  | .. | .. | .. | .. | 14,752,000 |

That beyond this, the following lines were declared to become State railways in case there should not be found contractors who would undertake to complete the same against the payment of the agreed guaranteed amounts, viz.: Troppau Wlara Pass, Salzkammer Gut, Lemberg Tommasow.

Further than this, certain lines, of which the concessions had already been granted, had to be subventioned, so that they might not be suddenly ruined:—

|                                  |    |    |    |    | Florins.  |
|----------------------------------|----|----|----|----|-----------|
| The Glachr-falkenau received     | .. | .. | .. | .. | 1,500,000 |
| St. Poelten Leobersdorf received | .. | .. | .. | .. | 2,500,000 |
| Pilsen Eisenstein received       | .. | .. | .. | .. | 7,000,000 |

for the completion of the lines undertaken.

As to the embarrassed lines, assistance has been granted up to the present to two only, viz.: the Vorarlberg received 911,000 fl.; the first Hungarian Galician has to receive 1,800,000 fl.

The fusion bill of the Austrian North West line was adjourned by Parliament to the autumn.

Finally there remains only to notice the statistical data of railway accidents for the year 1874. Out of the whole number of passengers conveyed over the Austrian railways during the year 1874, there were injured twenty-seven persons, viz., sixteen by reason of fault of their own, and eleven through that of the railway company or its organization.

Taking into account the total damage occasioned to general passengers, disregarding these two categories, in comparison with the mileage of the Austrian lines, we find one passenger injured on each 46·72 miles, giving the figure of 2·14 per cent. of absolute danger, whilst in the year previously the same item was 2·65, showing a decreased danger in 1874 of 0·48 per cent.

Of these accidents, twenty-six arose through trains in motion, and one by an extraordinary cause. Out of those above classed as injured by their own fault, twelve were hurt through carelessness in stepping into or leaving the trains, or in consequence of themselves opening the doors of the carriages. Of the fifteen passengers injured by trains in motion, one was killed; the calculation therefore is one passenger killed on every 1,261·56 miles, giving the decimal figure of 0·08 or 0·33 less than in 1873, when it amounted to 0·41.

The results of the public statistics of the last six years gives the following view of the consequences of accidents, by which passengers have suffered through fault of the railway companies and their organization:—



|             | Miles.   | Passenger.  | In-<br>jured. | Killed. | Total. |
|-------------|----------|-------------|---------------|---------|--------|
| 1869 .. ..  | 680·63   | 16,790,529  | 11            | 2       | 13     |
| 1870 .. ..  | 789·95   | 19,400,166  | 4             | 2       | 6      |
| 1871 .. ..  | 954·44   | 22,115,837  | 2             | 0       | 2      |
| 1872 .. ..  | 1,106·91 | 28,970,826  | 18            | 2       | 20     |
| 1873 .. ..  | 1,219·62 | 35,352,367  | 24            | 1       | 25     |
| 1874 .. ..  | 1,261·56 | 35,366,951  | 11            | 0       | 11     |
| Total .. .. | ..       | 157,996,676 | 70            | 7       | 77     |

The conclusion of this shows, during the six years aforesaid, an average of twelve passengers injured and one killed, calculating the average mileage of the Austrian railways thus with 1,002·18 miles, and the average yearly passenger traffic of 26,332,780, each calculation for the said six years; the figures show—

|  |             |
|--|-------------|
| One passenger injured on .. ..             | 88·51 miles |
| " killed on .. ..                          | 1,002·18 "  |
| In numbers. One passenger injured in .. .. | 2,194,395 " |
| " killed .. ..                             | 26,332,780  |

It is of course understood, these figures refer only to Cisleithania.

#### PUBLIC HEALTH ADMINISTRATION.

The supreme "Board of Health," brought into existence by the law of the 30th of April, 1870, had, according to section 16, the task of publishing a yearly report of the statistics collected, which should have contained statistical lists in accordance with the programme laid down by the International Statistical Congress.

The work was commenced, but unfortunately it was found that the returns of the 21,835 parishes were, both as to matter and manner, far too incomplete to furnish the ground-work of any publication meant to include the whole state of the sanitary service in all its branches. It was soon perceived that sufficiently correct returns from the various communities were only to be expected when they had succeeded in organizing a sanitary service, for which the majority of them were for the present totally incompetent; we therefore can only give what has been published up to the present time, viz., the numbers of the medical profession in the monarchy from 1863 to 1872:—

|            | Medical<br>Men. | Surgeons. | Total. |
|------------|-----------------|-----------|--------|
| 1863 .. .. | 3,129           | 3,860     | 6,989  |
| 1864 .. .. | 3,185           | 3,754     | 6,939  |
| 1865 .. .. | 3,282           | 3,718     | 7,003  |
| 1866 .. .. | 3,162           | 3,550     | 6,712  |
| 1867 .. .. | 3,354           | 3,598     | 6,952  |
| 1868 .. .. | 3,279           | 3,607     | 6,886  |
| 1869 .. .. | 3,354           | 3,586     | 6,940  |
| 1870 .. .. | 3,440           | 3,643     | 7,083  |
| 1871 .. .. | 3,599           | 3,492     | 7,091  |
| 1872 .. .. | 3,691           | 3,419     | 7,110  |

By comparing the year 1863 with the year 1872 there will be seen in the doctors an increase of nearly 18 per cent.; in the surgeons a decrease of about  $11\frac{1}{2}$  per cent. The number of both together increased only  $1\frac{3}{4}$  per cent. This increase does not at all keep pace with the increase of the population during the same period.

According to the last census there was an increase in Austria of 0·91 per cent. per annum, *i. e.*, of 8·19 per cent. for nine years, that of the medical profession retrograded therefore 6·46 per cent. in proportion to the population, which is the more to be regretted as there are yet districts in Austria in which one doctor is reckoned to 15,000 inhabitants!

The increase or decrease of medical men relatively to the population in the different provinces of Austria are exhibited as follows:—

|                       | Doctors.  |       | Population. |       |
|-----------------------|-----------|-------|-------------|-------|
|                       | Per Cent. |       | Per Cent.   |       |
| Lower Austria .. .. . | Minus     | 6·51  | Plus        | 11·16 |
| Upper Austria .. .. . | Plus      | 0·91  | "           | 2·56  |
| Salzburg .. .. .      | "         | 16·7  | "           | 2·37  |
| Styria .. .. .        | "         | 3·97  | "           | 5·29  |
| Carinthia .. .. .     | Minus     | 3·47  | "           | 0·89  |
| Carniola .. .. .      | "         | 1·8   | "           | 1·88  |
| The Borders .. .. .   | "         | 3·18  | "           | 8·88  |
| The Tyrol .. .. .     | "         | 5·21  | "           | 2·46  |
| Bohemia .. .. .       | Plus      | 5·35  | "           | 6·38  |
| Moravia .. .. .       | "         | 10·10 | "           | 5·26  |
| Silesia .. .. .       | Minus     | 1·36  | "           | 11·43 |
| Galicia .. .. .       | Plus      | 10·64 | "           | 13·39 |
| The Bukowina .. .. .  | Minus     | 5·80  | "           | 9·4   |
| Dalmatia .. .. .      | Plus      | 25    | "           | 7·10  |

Calculated according to area of ground there was one doctor in the monarchy to each 42·95 square kilometre (57·546 square kiloms.=1 Austrian square mile) in 1863, and to 42·22 square kilo. in 1872.

With respect to the different provinces the proportion in the Bukowina is the least favourable, showing one doctor only to 160·78 square kilo.; next Carniola, one in 108·57 square kilo.; Dalmatia, one in 106·6 square kilo.; and Galicla one in 103·42 square kilo.; finally of these Carinthia, one in 74·62 square kilo. The most favourable returns are from Lower Austria, where, even after deducting Vienna, one doctor may be reckoned to each 25·88 square kilo.; then ranks Upper Austria, with one in 27·8 square kilo. The other provinces vary between one in 32 and 55. Such proportions appear still more deplorable when one takes into account simply the doctors of medicine.

The proportion is one in—

|                                       | To Square Kilometre. |
|---------------------------------------|----------------------|
| Lower Austria, including Vienna .. .. | 20                   |
| Bohemia .. ..                         | 52                   |
| The Borderlands .. ..                 | 54                   |
| Lower Austria, without Vienna .. ..   | 78                   |
| The Tyrol .. ..                       | 85                   |
| Moravia .. ..                         | 98                   |
| Upper Austria .. ..                   | 101                  |
| Styria .. ..                          | 108                  |
| Silesia .. ..                         | 116                  |
| Dalmatia .. ..                        | 128                  |
| Salzburg .. ..                        | 179                  |
| Galicia .. ..                         | 207                  |
| Carinthia .. ..                       | 236                  |
| The Bukowina .. ..                    | 360                  |
| Carniola .. ..                        | 370                  |

These comparisons will assume a more interesting view when one considers the whole body of doctors and surgeons relatively to the number of the inhabitants of the province. There are at—

|                                    | Doctors.      | Surgeons. | One Doctor<br>for each. | One Surgeon<br>for each. | Medical<br>Advice. |
|------------------------------------|---------------|-----------|-------------------------|--------------------------|--------------------|
|                                    |               |           | Inhabitants.            | Inhabitants.             | Inhabitants.       |
| Salzburg .. ..                     | 40            | 90        | 3,785                   | 1,682                    | 1,165              |
| Lower Austria .. ..                | 983           | 669       | 1,988                   | 2,921                    | 1,182              |
| Trieste .. ..                      | 147           | 36        | 1,663                   | 8,206                    | 1,383              |
| Vorarlberg .. ..                   | 344           | 202       | 2,566                   | 3,421                    | 1,066              |
| The Tyrol .. ..                    |               |           | 2,554                   | 4,513                    | 1,631              |
| Upper Austria .. ..                | 119           | 324       | 6,148                   | 2,258                    | 1,651              |
| Styria .. ..                       | 208           | 368       | 5,439                   | 3,074                    | 1,964              |
| Carinthia .. ..                    | 44            | 95        | 7,645                   | 3,541                    | 2,420              |
| Moravia .. ..                      | 1,001         | 613       | 8,840                   | 4,768                    | 3,097              |
| Bohemia .. ..                      | 226           | 419       | 5,101                   | 8,330                    | 3,164              |
| Silesia .. ..                      | 44            | 102       | 11,626                  | 5,015                    | 3,503              |
| Dalmatia .. ..                     | 100           | 20        | 4,428                   | 22,140                   | 3,690              |
| Istria .. ..                       | Vide Trieste. |           | 6,217                   | 21,242                   | 4,809              |
| Goritzia, &c. .. ..                | "             | "         | 6,377                   | 22,675                   | 4,977              |
| Carniola .. ..                     | 27            | 65        | 17,158                  | 7,127                    | 5,035              |
| Galicia .. ..                      | 379           | 380       | 14,296                  | 14,258                   | 7,138              |
| The Bukowina .. ..                 | 29            | 36        | 17,654                  | 14,221                   | 7,876              |
| Total .. ..                        | 3,691         | 3,419     | ..                      | ..                       | ..                 |
| Average—one doctor for .. ..       | ..            | ..        | 5,477                   | ..                       | ..                 |
| .. one surgeon for .. ..           | ..            | ..        | ..                      | 5,913                    | ..                 |
| .. one doctor or surgeon for .. .. | ..            | ..        | ..                      | ..                       | 2,844              |

Therefore, on the population of Austria of 20,220,840, there are 7,110 medical men and surgeons, or, for 2,844 inhabitants, one doctor or surgeon.

That the towns, and those districts in which several large towns are situated, should show more disproportionate records is a matter of course.

With the exception of Carniola and Dalmatia, from which no records are forthcoming, the doctors in the 302 political districts as follows we find to be, on less than—

|                      |    |    |    | One<br>Doctor. | One<br>Surgeon. |
|----------------------|----|----|----|----------------|-----------------|
|                      |    |    |    | Districts.     | Districts.      |
| 2,000 inhabitants in | .. | .. | .. | 4              | 16              |
| 3,000                | "  | "  | .. | 12             | 41              |
| 4,000                | "  | "  | .. | 16             | 32              |
| 5,000                | "  | "  | .. | 12             | 14              |
| 6,000                | "  | "  | .. | 18             | 11              |
| 7,000                | "  | "  | .. | 12             | 18              |
| 10,000               | "  | "  | .. | 62             | 34              |
| 15,000               | "  | "  | .. | 61             | 52              |
| 20,000               | "  | "  | .. | 32             | 31              |
| 30,000               | "  | "  | .. | 25             | 28              |
| 40,000               | "  | "  | .. | 17             | 10              |
| 50,000               | "  | "  | .. | 8              | 2               |
| Beyond 50,000        | "  | "  | .. | 20             | 9               |
| With no Doctor       | .. | .. | .. | 3              | ..              |
| " Surgeon            | .. | .. | .. | ..             | 4               |
| Total                | .. | .. | .. | 302            | 302             |

## THE FINANCES OF THE EMPIRE, 1874-1875.

The joint budget for the year 1875 of the empire (Austria-Hungary) voted by the two delegations contains the following items:—

|  |    |    |    | Ordinary.                | Extraordinary. |
|--|----|----|----|--------------------------|----------------|
|  |    |    |    | Florins.                 | Florins.       |
| Ministry of foreign affairs  | .. | .. | .. | 3,548,160                | 42,800         |
| Ministry of war  | .. | .. | .. | 88,149,683               | 3,677,234      |
| Ministry of the navy   | .. | .. | .. | 8,657,780                | 1,336,184      |
| Ministry of the joint finances   | .. | .. | .. | 1,851,290                | 1,050          |
| Administration   | .. | .. | .. | 124,118                  |                |
| Total  | .. | .. | .. | 102,331,031<br>5,087,268 | 5,087,268      |
|  |    |    |    |                          | 107,418,299    |
| Deducting the revenue of net custom duties   | .. | .. | .. |                          | 15,000,000     |
| Leaves to provide  | .. | .. | .. |                          | 92,418,299     |
| Of this amount, Hungary has to contribute 2 per cent.<br>for the military frontier | .. | .. | .. |                          | 1,848,365.98   |
| Leaves to cover  | .. | .. | .. |                          | 90,569,933.02  |

Of this sum Austria's proportion at 70 per cent. will be 63,398,953.11½ fl., Hungary's at 30 per cent. will be 27,170,979.90½ fl., which sums appear in the entries of the special budgets of both countries.

The delegations of the past year approved also the final balance accounts of the years 1871 and 1872.

The net results show for 1871, 104,351,656 fl.; for 1872, 86,332,450 fl.

The amount of the Cisleithanian (Austrian) quota stands, for 1871, at 73,046,159 fl.; 1872 at 60,572,715 fl.



## THE Special Budgets of Austria (Cisleithania), 1874-1875.

|   | 1874.     |                 | 1875.     |                 |
|---|-----------|-----------------|-----------|-----------------|
|   | Ordinary. | Extra-ordinary. | Ordinary. | Extra-ordinary. |
|   | Florins.  | Florins.        | Florins.  | Florins.        |
| I. Privy Purse ...                              | 4,650,000 | ...             | 4,650,000 | ...             |
| II. Chancellery of the Court ...                | 74,095    | ...             | 74,295    | ...             |
| III. Parliament—                                |           |                 |           |                 |
| Upper House ...                                 | 39,700    | ...             | 40,470    | ...             |
| Lower House ...                                 | 586,000   | ...             | 586,400   | ...             |
| Delegations ...                                 | 14,000    | ...             | 11,000    | ...             |
| Control of National Debt ...                    | 10,600    | ...             | 10,800    | ...             |
| Parliamentary buildings ...                     | ...       | 500,000         | ...       | 500,000         |
| IV. Special Court of Appeal ...                 | 24,600    | ...             | 22,000    | ...             |
| V. Cabinet Council—                             |           |                 |           |                 |
| Special Secretaries of Ministers ...            | 149,000   | ...             | 147,000   | ...             |
| Disposition Fund ...                            | 50,000    | ...             | 50,000    | ...             |
| Official Gazettes ...                           | 424,000   | ...             | 422,000   | ...             |
| VI. Ministry of the Interior—                   |           |                 |           |                 |
| 1. Central administration ...                   | 485,000   | ...             | 488,000   | ...             |
| 2. Police ...                                   | 120,000   | ...             | 120,000   | ...             |
| 3. Publishing laws ...                          | 70,000    | ...             | 65,000    | ...             |
| 4. Political service ...                        | 5,500,000 | 400,000         | 5,480,000 | 225,000         |
| 5. Public safety ...                            | 2,600,000 | 40,000          | 3,620,000 | 12,000          |
| 6. Foundling hospitals ...                      | 125,000   | ...             | 100,000   | ...             |
| 7. State buildings ...                          | 1,095,000 | 63,600          | 1,155,000 | 66,000          |
| 8. Roads ...                                    | 4,757,000 | 1,989,700       | 4,708,000 | 1,191,400       |
| 9. Rivers ...                                   | 810,900   | 1,771,000       | 888,000   | 1,160,100       |
| 10. New works ...                               | ...       | 150,000         | ...       | 195,000         |
| 11. Telegraphs ...                              | 12,000    | ...             | 12,000    | ...             |
| VII. Ministry of National Defences—             |           |                 |           |                 |
| 1. Central administration ...                   | 212,000   | ...             | 223,000   | ...             |
| 2. Militia ...                                  | 3,235,000 | 1,400,000       | 3,156,000 | 1,000,000       |
| 3. Recruiting costs ...                         | 36,700    | ...             | 38,000    | ...             |
| 4. Practising grounds ...                       | 26,200    | ...             | 37,000    | ...             |
| 5. Military foundations ...                     | 33,300    | ...             | 33,300    | ...             |
| 6. Police ...                                   | 76,800    | 90,000          | 90,000    | ...             |
| 7. Country gendarmes ...                        | 3,810,000 | ...             | 3,800,000 | ...             |
| VIII. Ministry of Cultes and Education—         |           |                 |           |                 |
| 1. Central administration ...                   | 220,000   | 20,000          | 219,000   | 20,000          |
| 2. School inspectors ...                        | 631,000   | ...             | 612,000   | ...             |
| 3. Academy of Science ...                       | 75,000    | 6,000           | 75,000    | 6,000           |
| 4. Museum of Industrial Art ...                 | 68,000    | ...             | 70,000    | ...             |
| 5. Statistical Commissioners ...                | 63,500    | 4,000           | 67,000    | 4,000           |
| 6. Geological Society ...                       | 44,850    | 2,000           | 49,000    | ...             |
| 7. Meteorological Department ...                | 16,000    | 5,700           | 16,700    | ...             |
| 8. Maintenance of old monuments ...             | 9,000     | ...             | 9,000     | ...             |
| 9. Religious funds ...                          | 3,946,900 | 912,794         | 3,918,800 | 790,260         |
| 10.   Catholic legacies ...                     | 243,480   | 118,800         | 302,882   | 120,300         |
| 11.   Protestant legacies ...                   | 84,400    | 25,000          | 84,400    | 25,000          |
| 12.   Greek legacies ...                        | 55,400    | 26,000          | 57,800    | 20,000          |
| 13. High schools—                               |           |                 |           |                 |
| a. Universities ...                             | 1,775,504 | 1,109,435       | 1,894,900 | 1,093,100       |
| b. Theological ...                              | 57,600    | ...             | 60,900    | ...             |
| c. Technical ...                                | 475,000   | 252,000         | 693,000   | 261,300         |
| d. Fine Arts ...                                | 102,000   | 150,000         | 111,200   | 250,000         |
| e. Subventions for teachers ...                 | 6,000     | ...             | 10,000    | 34,000          |
| f. Nautical high schools ...                    | 38,000    | 2,400           | ...       | ...             |
| g. Subventions for scholars ...                 | ...       | ...             | ...       | 4,000           |
| 14. Middle schools—                             |           |                 |           |                 |
| a. Gymnases ...                                 | 2,138,700 | 159,400         | 262,500   | 161,980         |
| b. Technical middle schools ...                 | 796,200   | 290,400         | 914,300   | 518,000         |
| c. Examiners ...                                | 52,500    | ...             | 58,000    | ...             |
| d. Nautical schools ...                         | 12,200    | ...             | 13,300    | ...             |
| 15. Students' libraries ...                     | 21,600    | ...             | 22,000    | ...             |
| 16. Special schools ...                         | 254,500   | 150,000         | 272,600   | 117,000         |
| 17. People's schools ...                        | 1,370,912 | 408,700         | 1,465,612 | 301,800         |
| 18. Contributions and legacies for students ... | 160,000   | 49,000          | 179,100   | 87,000          |
| 19. Funds for students ...                      | 86,000    | 49,000          | 68,030    | 23,970          |
| IX. Ministry of the Finances—                   |           |                 |           |                 |
| Central administration ...                      | 950,000   | 22,000          | 928,000   | 15,000          |
| Provincial administration ...                   | 2,800,000 | 13,000          | 2,750,000 | 75,000          |
| Administration of taxes ...                     | 810,000   | ...             | 809,000   | ...             |
| Treasuries ...                                  | 400,000   | 22,000          | 396,000   | 1,000           |
| Finance guards ...                              | 4,300,000 | 13,000          | 4,298,000 | 19,000          |
| Collecting offices ...                          | 3,940,000 | 25,000          | 3,890,000 | 50,000          |
| Fiscal assessors ...                            | 350,000   | ...             | 351,000   | ...             |
| Customs administration ...                      | 1,520,000 | 72,600          | 1,420,000 | 164,000         |
| Land income tax regulation ...                  | 2,670,000 | ...             | 2,550,000 | ...             |
| General cash administration ...                 | 43,000    | 103,600         | 41,000    | 20,600          |
| Costs for collecting the direct taxes ...       | 61,500    | 130,000         | 61,500    | 125,000         |
| Customs ...                                     | 7,636,000 | ...             | 7,980,000 | ...             |

|  | 1874.       |                 | 1875.       |                 |
|--|-------------|-----------------|-------------|-----------------|
|  | Ordinary.   | Extra-ordinary. | Ordinary.   | Extra-ordinary. |
|  | Florins.    | Florins.        | Florins.    | Florins.        |
| Consumption duties ... ..  | 4,494,000   | 25,000          | 4,634,200   | 96,000          |
| Salt ... ..  | 3,361,000   | 332,000         | 3,338,000   | 272,700         |
| Tobacco ... ..   | 24,204,000  | 1,531,000       | 22,960,200  | 1,288,500       |
| Stamps ... ..  | 300,000     | ...             | 300,000     | ...             |
| Fees and dues ... ..   | 430,000     | ...             | 430,000     | ...             |
| Lotteries ... ..   | 9,930,000   | ...             | 10,783,900  | ...             |
| Tolls ... ..   | 84,600      | 2,300           | 262,500     | 3,000           |
| Assays ... ..  | 74,500      | 400             | 70,200      | 500             |
| Buildings and railways ... ..  | 121,500     | 11,900          | 123,300     | 409,000         |
| Exchequer ... ..   | 12,200      | ...             | 12,200      | ...             |
| Government factories ... ..  | 1,168,000   | ...             | 1,092,000   | ...             |
| Outstandings ... ..  | ...         | 9,000           | ...         | 6,300           |
| Coinage ... ..   | 209,000     | 3,700           | 191,400     | 1,200           |
| <b>X. Ministry of Commerce—</b>  |             |                 |             |                 |
| Central administration ... ..  | 672,000     | 23,000          | 724,000     | 38,000          |
| Professional schools ... ..  | ...         | 200,000         | ...         | 222,000         |
| New railroads ... ..   | ...         | 210,000         | ...         | 200,000         |
| Metrical weight, &c. ... ..  | ...         | 200,000         | ...         | 50,000          |
| Oriental Museum ... ..   | ...         | ...             | ...         | 10,000          |
| Sea and harbour sanitary service ... ..                                | 748,000     | 2,023,100       | 744,000     | 1,818,434       |
| Post-office ... ..   | 14,597,000  | 120,000         | 15,120,000  | 161,000         |
| Telegraphs ... ..  | 3,920,000   | 808,000         | 3,900,000   | 321,000         |
| <b>XI. Ministry of Agriculture—</b>                                    |             |                 |             |                 |
| Central administration ... ..  | 358,500     | 34,000          | 350,000     | ...             |
| Land and forest schools ... ..   | 138,500     | 22,400          | 142,500     | 55,000          |
| "    "    improvements ... ..  | 53,600      | 8,500           | 61,400      | 9,300           |
| Culture ... ..   | ...         | 590,000         | ...         | 530,000         |
| Inspectors ... ..  | 153,000     | ...             | 158,000     | ...             |
| Mining offices ... ..  | 196,000     | 3,500           | 196,000     | 3,500           |
| "    schools ... ..  | 69,600      | 6,000           | 72,000      | 6,500           |
| National studs ... ..  | 330,000     | 82,000          | 335,000     | 70,000          |
| Stallion depôts ... ..   | 1,100,000   | 150,000         | 1,037,000   | 100,000         |
| Horse breeding ... ..  | 135,000     | ...             | 137,000     | 30,000          |
| State forests and lands ... ..   | 3,229,000   | 196,000         | 1,222,000   | 242,000         |
| State mining establishments ... ..                                     | 3,918,700   | 488,700         | 4,436,000   | 390,000         |
| <b>XII. Ministry of Justice—</b>                                       |             |                 |             |                 |
| Central administration ... ..  | 183,000     | ...             | 192,500     | 3,600           |
| High Court of Justice ... ..   | 409,000     | 14,000          | 427,600     | 19,800          |
| Administration of justice ... ..                                       | 16,205,000  | 521,860         | 16,600,000  | 880,470         |
| Penal establishments ... ..  | 2,102,000   | 180,000         | 2,180,890   | 213,280         |
| <b>XIII. Chief Court of Accounts</b>                                   | 157,000     | ...             | 157,000     | ...             |
| <b>XIV. Pensions—</b>  |             |                 |             |                 |
| Austrian pensions ... ..   | 11,603,000  | 8,300           | 11,875,900  | ...             |
| Austrian quota of joint pensions... ..                                 | 670,000     | ...             | 600,000     | ...             |
| <b>XV. Grants and Endowments—</b>                                      |             |                 |             |                 |
| a. Provincial funds... ..  | 10,000      | ...             | 10,000      | ...             |
| b. Industrial enterprises ... ..                                       | 370,000     | 13,332,960      | 390,000     | 17,303,900      |
| c. Land disencumberment debentures ... ..                              | 2,625,000   | 500,000         | ...         | 3,204,000       |
| <b>XVI. National Debt—</b>   |             |                 |             |                 |
|  | Florins.    |                 |             |                 |
| a. Interests ... ..  | 107,308,549 |                 |             |                 |
| Less Hungarian quota... ..   | 29,179,817  |                 |             |                 |
|  | 78,128,732  |                 | 79,009,674  |                 |
| Loss on the premium on silver ... ..                                   | ...         | 2,579,807       | ...         | 1,611,817       |
| b. The sinking fund ... ..   | ...         | 13,243,823      | 9,631,108   | ...             |
| Loss on exchange ... ..  | ...         | 20,711          | 14,085      | ...             |
| c. Regulation of Danube ... ..   | 480,000     | ...             | 480,000     | ...             |
| d. Annuity to the Southern Railway ... ..                              | ...         | 822,980         | 762,000     | 38,100          |
| <b>XVII. Administration of the Debt—</b>                               |             |                 |             |                 |
| Expenditure on the joint debt ... ..                                   | 300,000     | ...             | 300,000     | ...             |
| "    "    Austrian debt ... ..   | 8,000       | ...             | 6,000       | ...             |
| "    "    funded debt... ..  | 445,000     | 28,000          | 427,100     | 16,000          |
| <b>XVIII. Austrian Contributions for joint purposes of the Empire—</b> |             |                 |             |                 |
| Surplus of the customs ... ..  | 15,024,500  | ...             | 12,673,800  | ...             |
| Income tax of the Lloyd ... ..   | 192,617     | ...             | 194,393     | ...             |
| Joint quota of Austria ... ..  | 63,831,873  | ...             | 63,398,963  | ...             |
| <b>XIX. Construction of Railways—</b>                                  |             |                 |             |                 |
| Istrian Railway ... ..   | ...         | 6,900,000       | ...         | ...             |
| Tarnow Schuchow ... ..   | ...         | 8,800,000       | ...         | ...             |
| Total expenditure ... ..   | 335,080,563 | 63,875,070      | 343,132,307 | 38,238,599      |
| "    extraordinary ... ..  | 63,375,070  | ...             | 38,238,599  | ...             |
| Total ... ..   | 398,955,633 | ...             | 381,370,906 | ...             |
| Off the above item XIX., being a special expense ... ..                | 15,700,000  | ...             | ...         | ...             |
| Remains nett ... ..  | 383,298,975 | ...             | 381,370,906 | ...             |

## STATE Income.

|  | 1874.      |                 | 1875.      |                 |
|--|------------|-----------------|------------|-----------------|
|  | Ordinary.  | Extra-ordinary. | Ordinary.  | Extra-ordinary. |
|  | Florins.   | Florins.        | Florins.   | Florins.        |
| I., II., III., IV. ...                               | ...        | ...             | ...        | ...             |
| V. Cabinet Council Official Gazettes ...             | 428,000    | ...             | 430,000    | ...             |
| VI. Ministry of the Interior—                        |            |                 |            |                 |
| Publishing laws ...                                  | 47,000     | ...             | 62,000     | ...             |
| Administration in the provinces... ..                | 162,500    | ...             | 167,000    | ...             |
| Public safety... ..                                  | 842,800    | ...             | 840,000    | ...             |
| State buildings ... ..                               | 260        | ...             | 60         | ...             |
| Roads ... ..   | 54,500     | ...             | 41,000     | ...             |
| Rivers... ..   | 25,000     | ...             | 23,000     | ...             |
| VII. Ministry for the Defence of the Country—        |            |                 |            |                 |
| Police ... ..  | 33,546     | ...             | 39,288     | ...             |
| VIII. Ministry of Science and Education—             |            |                 |            |                 |
| Museum of Industrial Arts ... ..                     | 10,000     | ...             | 10,000     | ...             |
| Statistics ... ..                                    | 1,500      | ...             | 2,000      | ...             |
| Geological Academy ... ..                            | ...        | ...             | 2,790      | ...             |
| Religious funds ... ..                               | 3,340,300  | 6,100           | 3,431,000  | 1,100           |
| Catholic religious legacies ... ..                   | 11,600     | ...             | 11,086     | ...             |
| High schools ... ..                                  | 154,100    | ...             | 190,500    | ...             |
| Middle " ... ..                                      | 473,500    | ...             | 530,500    | ...             |
| Special " ... ..                                     | 11,100     | ...             | 16,700     | ...             |
| People's " ... ..                                    | 31,500     | ...             | 27,300     | ...             |
| Legacies ... ..                                      | 50         | ...             | 50         | ...             |
| Funds for students ... ..                            | 586,850    | ...             | 544,410    | 1,506,000       |
| IX. Ministry of Finance—                             |            |                 |            |                 |
| Central administration ... ..                        | 4,000      | ...             | 4,000      | ...             |
| Provincial " ... ..                                  | 35,900     | ...             | 35,900     | ...             |
| Administration of taxes ... ..                       | 1,800      | ...             | 1,800      | ...             |
| Provincial treasuries ... ..                         | 2,400      | ...             | 2,400      | ...             |
| Finance guards ... ..                                | 93,800     | ...             | 96,800     | ...             |
| Collecting offices ... ..                            | 7,900      | ...             | 4,500      | ...             |
| Revenue assessors ... ..                             | 20,000     | ...             | 20,000     | ...             |
| Customs administration ... ..                        | 1,445,000  | ...             | 1,446,000  | ...             |
| General cash administration ... ..                   | 96,300     | 724,100         | 270,500    | 192,400         |
| Collection of taxes—                                 |            |                 |            |                 |
| Ground tax ... ..                                    | 36,850,000 | ...             | 36,500,000 | ...             |
| House " ... ..                                       | 21,060,000 | ...             | 21,500,000 | ...             |
| Tax for carrying on trade and professions ... ..     | 8,330,000  | ...             | 8,330,000  | ...             |
| Income tax ... ..                                    | 21,000,000 | ...             | 21,000,000 | ...             |
| Execution fees ... ..                                | ...        | 150,000         | ...        | 163,000         |
| Interest on overdue payments... ..                   | ...        | 230,000         | ...        | 277,000         |
| Customs ... ..                                       | 22,660,500 | 1,218,300       | 20,633,800 | 692,800         |
| Tax on spirits ... ..                                | 8,030,000  | ...             | 8,100,000  | ...             |
| " wine ... ..  | 4,200,000  | ...             | 4,000,000  | ...             |
| " beer ... ..  | 23,430,000 | ...             | 24,980,000 | ...             |
| " meat ... ..  | 4,300,000  | ...             | 4,300,000  | ...             |
| " sugar ... ..                                       | 12,000,000 | ...             | 11,000,000 | ...             |
| Octroi and sundries ... ..                           | 2,250,000  | ...             | 1,900,000  | ...             |
| Leases of octroi ... ..                              | 3,372,000  | ...             | 3,400,000  | ...             |
| Other incomes ... ..                                 | 24,000     | ...             | 20,000     | ...             |
| Duties in Dalmatia on articles of consumption ... .. | 100,000    | ...             | 100,000    | ...             |
| Revenue deposits... ..                               | 2,100,000  | ...             | 21,000,000 | ...             |
| Salt ... ..  | 19,075,000 | ...             | 19,180,000 | ...             |
| Tobacco ... ..                                       | 58,868,000 | 842,000         | 57,446,200 | 892,000         |
| Stamps ... ..  | 14,500,000 | ...             | 15,225,000 | ...             |
| Fees and dues ... ..                                 | 35,500,000 | ...             | 34,000,000 | ...             |
| Lotteries ... ..                                     | 16,269,000 | ...             | 17,293,700 | ...             |
| Tolls ... ..   | 2,713,500  | ...             | 2,680,000  | ...             |
| Assays ... ..  | 279,300    | ...             | 208,000    | ...             |
| State buildings and railways ... ..                  | 183,474    | 7,342           | 188,352    | 4,628           |
| Fiscal ... ..  | 260,000    | ...             | 220,000    | ...             |
| State printing establishment ... ..                  | 1,253,000  | ...             | 1,178,500  | ...             |
| Arrears ... ..                                       | ...        | 22,700          | ...        | 12,900          |
| Mint ... ..  | 214,000    | ...             | 203,000    | ...             |
| X. Ministry of Commerce—                             |            |                 |            |                 |
| Weights and measures ... ..                          | ...        | 150,000         | ...        | 200,000         |
| Harbour and sea sanitary taxes ... ..                | 420,000    | ...             | 420,000    | ...             |
| Post-offices ... ..                                  | 16,115,000 | ...             | 16,500,000 | ...             |
| Telegraphs ... ..                                    | 3,500,000  | ...             | 3,160,000  | ...             |
| XI. Ministry of Agriculture—                         |            |                 |            |                 |
| Land and forestry institutions ... ..                | 11,000     | ...             | 10,360     | ...             |
| Land culture... ..                                   | 3,200      | ...             | 3,070      | ...             |
| Mining offices ... ..                                | 3,800      | ...             | 2,600      | ...             |
| " schools ... ..                                     | 600        | ...             | 770        | ...             |
| " dues ... ..  | 280,000    | ...             | 294,500    | ...             |
| State studs establishments ... ..                    | 155,000    | ...             | 149,700    | 4,790           |

|   | 1874.       |                 | 1875.       |                 |
|---|-------------|-----------------|-------------|-----------------|
|   | Ordinary.   | Extra-ordinary. | Ordinary.   | Extra-ordinary. |
|   | Florins.    | Florins.        | Florins.    | Florins.        |
| State breeding establishments ...                           | 188,000     | ...             | 189,500     | ...             |
| " forests ...   | 4,374,400   | 13,000          | 4,424,700   | 12,300          |
| " mining works... ..  | 5,216,700   | ...             | 5,939,200   | ...             |
| XII. Ministry of Justice—                                   |             |                 |             |                 |
| Provincial administration...                                | 850         | ...             | 600         | ...             |
| Penal establishments ...                                    | 357,000     | ...             | 370,000     | ...             |
| XIII. Chief Court of Accounts ...                           | ...         | ...             | ...         | ...             |
| XIV. Pensions... ..   | 36,300      | ...             | 86,000      | ...             |
| XV. Dotations and Subventions ...                           | ...         | 7,529           | ...         | ...             |
| XVI. National Debt—   |             |                 |             |                 |
| Proceeds of reissued stocks ...                             | ...         | 4,372,500       | ...         | 9,352,336       |
| Caution money and deposits ...                              | ...         | 60,000          | ...         | 60,000          |
| XVII. Administration of the Debt—                           |             |                 |             |                 |
| Redemption of banknote ...                                  | 300,000     | ...             | 300,000     | ...             |
| Other revenues ...  | 7,000       | ...             | 8,200       | ...             |
| XVIII. Income from the sale of State property ...           | ...         | 2,500,000       | ...         | 900,000         |
| XIX. Payment from the Danubian Steam Navigation Company ... | ...         | 1,228,534       | ...         | 632,309         |
| XX. Cash balance at the close of 1873-74...                 | ...         | 14,000,000      | ...         | 2,500,000       |
| Total income... ..  | 257,766,870 | 25,532,105      | 355,746,336 | 17,343,563      |
|   | 25,532,105  | ...             | 17,343,563  | ...             |
| Total ... ..  | 383,298,975 | ...             | 373,089,899 | ...             |
| Expenditure... ..   | 383,265,313 | ...             | 381,370,906 | ...             |
| Shows a surplus on 1874 of ...                              | 33,662      | ...             | ...         | ...             |
| " deficiency on 1875 of ...                                 | ...         | ...             | 8,281,007   | ...             |

The income of the year 1874 amounts, therefore, to 383,298,975 fl. and the expenditure to 383,265,313 fl., leaving a net surplus of 33,362 fl.



# BORNEO.

## LABUAN.

*Report by Acting Consul-General Low on the Trade and Commerce of Borneo for the Year 1874.*

THE foreign trade of the Port of Brunei during the year 1874, consisted as usual chiefly of imports from and exports to the British colonies of Singapore and Labuan, and the results are made up from returns kept by the writer to the consulate in Brunei, to whom they are voluntarily supplied by the trading community, the principal of whom are British subjects of Chinese origin, born in the Straits Settlements.

### IMPORTS.

| From—     |    |    |    | 1874.  | 1873.  |
|-----------|----|----|----|--------|--------|
|           |    |    |    | £      | £      |
| Singapore | .. | .. | .. | 26,545 | 21,396 |
| Labuan .. | .. | .. | .. | 17,595 | 10,444 |
| Total     | .. | .. | .. | 44,140 | 31,840 |

In addition to the trade with the port of Brunei, the capital of the State of the same name, but which is called by Europeans, Borneo Proper, a considerable commerce is carried on in colonial and native vessels between the provinces of the kingdom and the colony of Labuan. The value of this trade may be arrived at by using the statistics of the Government of the colony, as was done, and is explained by Sir Henry Bulwer in his General Report on Borneo, dated the 13th January, 1874.

The whole import trade of the State with British colonies, arrived at in this manner, will stand thus :—

|   |    |    |    |    |    | 1874.  | 1873.  |
|---|----|----|----|----|----|--------|--------|
|   |    |    |    |    |    | £      | £      |
| Imports from Singapore and Labuan to the port of Brunei | .. | .. | .. | .. | .. | 44,140 | 31,840 |
| Imports to the provinces from Labuan                    | .. |    |    |    | .. | 33,326 | 30,268 |
| Total   | .. | .. | .. | .. | .. | 77,466 | 62,108 |

Showing an increase in the value of imports for 1874 as compared with 1873, amounting to 15,358*l.*, of which 3,330*l.* is attributable to the introduction in 1874, for the first time, of colonial copper coins.

## EXPORTS.

|   | 1874.  | 1873.  |
|---|--------|--------|
|   | £      | £      |
| From the port of Brunei to Singapore .. | 34,799 | 22,334 |
| Labuan ..                               | 9,319  | 3,559  |
| From "      " provinces to Labuan ..    | 33,326 | 30,268 |
| Total .. .. .                           | 77,444 | 56,161 |

The increase of the value of the exports in 1874 over 1873 being 21.283%.

The articles of trade remained the same as those reported in Sir Henry Bulwer's report of 8th October, 1873; sago flour to Singapore, and sago flour and unwashed sago to Labuan, being the chief exports. The export of this article to Singapore, was returned at 21,722*l.*, against 10,211*l.* for 1873. The value of sago exported to Labuan was, when washed and re-exported thence, 30,109*l.* 9*s.* 8*d.*, against 16,142*l.* for 1873.

There was a falling off in the value of india rubber and gutta percha exported, chiefly owing to the destructive process by which those gums are procured from the trees, which is rapidly diminishing their number in all districts easily accessible.

Borneo camphor, which, when of the first quality, is valued at 12*l.* 10*s.* a cattie in China, on account of its slow loss by evaporation, rendering it valuable in the process of embalming the dead, increased in value as an export from Brunei to 2,578*l.*, against 1,043*l.* in 1873.

This camphor is the resin of a magnificent forest tree of the order *Dipterocarpaceæ* (*Doyobalanops*), and is met with so rarely that not one tree in a thousand is found in the state which causes its secretion in the crevices of the wood:

The export of seed pearls showed a moderate increase. These are obtained from the molluscous animal contained in the semi-transparent shell *Placenta Orbicularis*, and are chiefly used for medicinal purposes in China. Some of the finer ones are selected as pearls, but these are of a different character and of far inferior lustre and value to the pearls produced by the *Avicula Margaritifera*, which is abundant in the Sooloo Archipelago, and, unlike the last named, their shell is of no value in the arts.

In addition to the trade mentioned above as being carried on with British colonies, there is also a coasting trade between the numerous rivers, of which no statistics are obtainable. But under this head it is noticeable that, in 1874, for the first time in considerable numbers, schooners and prahoes resorted to Brunei from the provinces of Sarawak and the Nateena islands.

The considerable improvement observable in the trade of the country in 1874, is attributable to three causes:—

1st. To the cessation of smallpox along the coast line, which it ravaged, in one part or another, during the whole of 1873.

2nd. To the regular and frequent communication kept up by the steamer which trades between the port and Singapore via Labuan.

3rd. To the facilities afforded to the chief traders for obtaining copper money in Labuan, which has given a great impetus to the sago trade.

The first appearance of smallpox in the city of Brunei was reported

by Sir Henry Bulwer in his despatch of the 8th October, 1873. It came to the north-west from the east coast, where it had prevailed during the two preceding years, its progress being traceable to the agency of native trading vessels.

Great as was the mortality caused by this disease on the coast line, it has been far more fatal in the interior, especially in parts which it had never before visited, and I am credibly informed that whole tribes have disappeared, except as to a few miserable remnants who are left starving in their villages amidst the unburied remains of their relatives and friends.

Many of the ruder tribes fled into the jungle at its approach, but they often carried it with them, or it found them out, or they returned too soon, and as every person who was attacked was at once abandoned, even by his nearest relatives, very few recoveries can have taken place. Famine has followed upon the steps of pestilence, and I still receive the most distressing accounts of the continuance of both these scourges in the far interior of Borneo and the neighbourhood of the great mountain Kina Balow, especially on its southern base. I fear that the losses by death cannot be numerically estimated so low as half the population. This deplorable calamity must diminish the trade in jungle produce for years to come.

That a steam vessel has been placed in the trade is entirely owing to the efforts of Sir H. Bulwer in forcing this question on the attention of those whom it was intended to benefit. So apathetic and so averse to innovation were they, that every kind of objection was raised to the trial of the experiment, and it was only by great perseverance on Sir Henry's part that the necessary energy and enterprise could be aroused. This vessel, while paying as a commercial undertaking exceptionally well, has been of signal service in relieving the famine caused by the invasion of the smallpox, the ripening harvests having been abandoned ungarnished at its approach, and the whole community now see and acknowledge the propriety of Sir Henry's disinterested exertions. It is believed that it will soon be necessary to establish another vessel of the same size to carry the increasing trade of Brunei and Labuan to Singapore.

The importation of copper money in quantities sufficient to meet the demand is another measure which the traders owe to the careful and enlightened administration of affairs by Sir Henry Bulwer.

When Labuan was first established, the standard of value in Brunei was brass guns cast in the town, which passed at 30 dol. a picul, dollars being at that time only a nominal coin in the country, and in these all accumulated savings were invested.

The picul of guns was divided into ten "sinantons" of ten cattles each, and what must be considered the small change of the state consisted of pieces of nankin cloth of 6 yards in length, called "kayu kain asap," six of which were equivalent to a dollar. Below the "kayu asap," as it was called for shortness, was the "panggal besi," or "bāsi," as it is pronounced in Brunei, forty of these being equivalent to one "asap." These were merely pieces of bar iron.

This cumbrous currency is now superseded by Mexican and other silver dollars, and by the copper tokens coined for the Government of the Straits Settlements. The latter are, by an arrangement with that Government, and by the permission of the Secretary of State for the Colonies, supplied to the treasury of Labuan on such terms as enable it to push their circulation at a profit to the colony.

## SHIPPING.

The trade of Brunei with British colonies during the year was carried on by the steamship above referred to.

She is of 317 tons burthen, and made 13 trips, which give a total of 4,121 registered tons, and 270 for the crews. The shipping for 1873 was confined to 7 trips of this vessel, giving a total of 2,219 tons, and 119 for the crews.

The present condition of the country and the prospects of trade in Brunei have been so fully reported in Sir H. Bulwer's despatches that no information of any value remains to be given.

I have known the coast for many years, and remember that in 1845 the trade of Borneo Proper was conducted with Singapore in a very few native prahees, which, at great risk, made annual voyages. It was dangerous at that time to move by sea from one village to another during the fine season, and the river of Brunei was annually blockaded by squadrons of Llancon and Balinini pirates. No instance of piracy has occurred during the last two years on the whole coast line from Tanjong Api to Sandakan Bay, a distance of 700 miles, and for many years no considerable fleet has been known to visit these waters.

The colony of Labuan has no force at its disposal for the suppression or punishment of acts of robbery or violence on the coasts of Borneo or in the neighbouring seas, but much good has been done by the moral force and example of the settlement, and the improvement in the security and condition of the people in the neighbourhood is considerable and progressive.

It is due to the memory of Sir James Brooke to recognise the great benefits he conferred on Borneo, by inducing the Government of Great Britain to initiate a policy which has had such pacific results, and I have no doubt that the influence of the Governor of Labuan and Consul-General of Borneo will gradually lead to further improvement in the government of Borneo Proper, for the Rajas are very friendly disposed towards us.

Could their valuable mines of coal be worked, revenues would be obtainable, which, while supporting the Rajas, would permit of the introduction of a regular fiscal system in place of the irregular exactions now made upon the people of the various rivers by their territorial lords.

Labuan, May 29, 1875.



## BRAZIL.

### ARACATY.

*Report by Consular Agent Brunnschweiler on the Trade and Commerce of Aracaty for the Year 1874.*

HOWEVER promising my last year's report with regard to privileges for [railway, tramway, and tug steamers, conceded by the Provincial Government to this town, I am sorry to say not one of the three concessions have been executed during the last twelve months. It must be remarked that no steps on behalf of the privilege for the intended railway from Aracaty-Icò-Orato, a distance of 260 English miles, for the term of eighty years, can be taken as long as it is in the hands of three Ceará gentlemen, whose interest it is, being the largest shareholders of the line Ceará-Baturité, to keep the whole affair from the public. They are but too well aware, however, that the line Aracaty-Icò-Orato is far more important and of greater interest, with a greater and surer future in consequence of the already considerable commerce with the interior, than the line Ceará-Baturité. Fortunately the term will soon expire, and other parties will endeavour to carry out the enterprise.

A very important step in favour of the foreign shipping has been realised by the erection of a lighthouse.

The Pharol is built on the rocky hill of red sandstone, with an elevation of 31 metres above the sea, situated at the very left hand side at the mouth of the River Iaguaribe.

The lighthouse itself has a height of nine metres, and is made in the shape of a common house of brickwork, painted white all over.

This light has been established since the 1st of April, 1874, from six in the evening till six in the morning.

The light is of a bright brilliant yellow colour, fixed, and can be seen at a distance of fifteen English miles.

The geographical position of the lighthouse is as follows, latitude 4° 24' 5" south, longitude 5° 22' 9" east of Rio de Janeiro, according to Captain Antonio José de Mello Tamborim's report to the Brazilian Government.

Another improvement in our commercial organization during the last year is the establishment of the Associação Commercial, a society composed of all the principal merchants and dealers of this city. This society is intended to protect, promote, and to look after the commercial and general interests of this town and district in every possible way.

The produce market of this place has ever since July been furnished with the important and valuable article indiarubber—nearly equal in quantity to the parárubber. If the people in the interior, where the milk of the magabeira tree is gathered, knew how to prepare the rubber properly from the juice or milk, no doubt the preparing and



making up the newly discovered material would soon be followed by improvement.

This articles fetches a far higher price than any other produce yet brought into this market of Aracaty. At present as much as 900 reis per kilo. is paid for good and dry qualities.

The country where the indiarubber is gathered and prepared is distant about 160 English miles from this place, and the trees which render the valuable milk cover a hilly district of thirty-six leagues length and about four leagues breadth.

Import business has been rather depressed in consequence of the low cotton prices, upon which the state of all branches of trade in this district depends. If cotton prices are reasonable (about eight milreis per arroba) import articles have a good demand, and the planters are able to pay; but if cotton prices are decidedly low, as has been the case for the last six months, namely, between six to seven milreis, imports are neglected, and shopkeepers cannot get their customers in the interior to settle their accounts, as it has happened for some time past, which of course is the cause of the present crisis.

No doubt a good rainy season may put many things aright, and strengthen the much reduced state of commercial affairs.

The export of this market for the last year is as follows:—

#### EXPORTS from Aracaty in 1874.

##### COTTON.

|               |    |    |    |    |    | Bales of 60 kilos. |
|---------------|----|----|----|----|----|--------------------|
| To Liverpool  | .. | .. | .. | .. | .. | 14,757             |
| Ceará         | .. | .. | .. | .. | .. | 27,398             |
| Pernambuco    | .. | .. | .. | .. | .. | 9,461              |
| Total         | .. | .. | .. | .. | .. | 51,616             |
| Stock at hand | .. | .. | .. | .. | .. | 13,197             |

##### HIDES.

|               |    |    |    |    |    | Pieces. |
|---------------|----|----|----|----|----|---------|
| To Ceará      | .. | .. | .. | .. | .. | 13,103  |
| Pernambuco    | .. | .. | .. | .. | .. | 9,441   |
| Total         | .. | .. | .. | .. | .. | 22,544  |
| Stock at hand | .. | .. | .. | .. | .. | 1,955   |

##### CARNAUBA WAX.

|               |    |    |    |    |    | Bags of 60 kilos. |
|---------------|----|----|----|----|----|-------------------|
| To Liverpool  | .. | .. | .. | .. | .. | 20                |
| Ceará         | .. | .. | .. | .. | .. | 397               |
| Pernambuco    | .. | .. | .. | .. | .. | 183               |
| Total         | .. | .. | .. | .. | .. | 500               |
| Stock at hand | .. | .. | .. | .. | .. | 39                |

## INDIARUBBER.

|               |    |    |    |    |    |                    |
|---------------|----|----|----|----|----|--------------------|
|               |    |    |    |    |    | Bales af 70 kilos. |
| To Liverpool  | .. | .. | .. | .. | .. | 3                  |
| Ceará         | .. | .. | .. | .. | .. | 251                |
| Pernambuco    | .. | .. | .. | .. | .. | 11                 |
| Total         | .. | .. | .. | .. | .. | 265                |
| Stock at hand | .. | .. | .. | .. | .. | 7                  |

## PRICES during the Twelve Months of 1874.

|           |    | Per Arroba. |        |               |              |
|-----------|----|-------------|--------|---------------|--------------|
|           |    | Cotton.     | Hides. | Carnauba Wax. | Indiarubber. |
|           |    | Reis.       | Reis.  | Reis.         | Reis.        |
| January   | .. | 7\$800      | 8\$000 | 8\$000        | ..           |
| February  | .. | 8 000       | 8 000  | 8 000         | ..           |
| March     | .. | 8 000       | 8 200  | 9 000         | ..           |
| April     | .. | 7 100       | 7 800  | 8 600         | ..           |
| May       | .. | 7 400       | 7 400  | 9 100         | ..           |
| June      | .. | 7 500       | 7 400  | 10 000        | ..           |
| July      | .. | 7 300       | 7 200  | 11 000        | 16\$500      |
| August    | .. | 7 300       | 7 000  | 6 000         | 16 500       |
| September | .. | 7 000       | 7 100  | 6 500         | 16 500       |
|           |    |             |        |               | Per kilo.    |
| October   | .. | 6 500       | 7 300  | 6 500         | 900          |
| November  | .. | 6 200       | 7 200  | 6 000         | 900          |
| December  | .. | 6 200       | 7 300  | 5 500         | 900          |

## No. I.—RETURN of British Vessels Entered and Cleared at the Port of Aracaty during the Year 1874.

| Name of Ship.  | Port of Register. | Official Number. | Name of Master. | Whence Coming. | Bound to. | Arrival.       | Departure.         | Tons. | Crew. | Owners.       | Residence. |
|----------------|-------------------|------------------|-----------------|----------------|-----------|----------------|--------------------|-------|-------|---------------|------------|
| William Wilson | Whitehaven...     | 47,781           | Alfred Wyon     | Rio de Janeiro | Liverpool | August 8, 1874 | September 27, 1874 | 383   | 12    | George Nelson | Whitehaven |
| Anna ...       | Bermuda ...       | 36,777           | M. O'Connell    | "              | "         | November 11, " | November 25, "     | 209   | 8     | M. O'Connell  | Bermuda    |
| Burn Brae      | Ardrrossan ...    | 54,437           | Duncan Murphy   | "              | "         | December 14, " | January 24, 1875   | 320   | 10    | James Godwin  | Ardrrossan |
| Francis Drake  | London ...        | 48,586           | W. H. E. James  | "              | "         | " 29, "        | " 24, "            | 205   | 8     | J. D. Kesloke | Torquay    |

## No. II.—RETURN of British Vessels Entered and Cleared at the Port of Aracaty from 1871 to 1874.

| Name of Ship.  | Port of Register. | Official Number. | Name of Master. | Whence Coming. | Bound to. | Arrival.            | Departure.         | Tons. | Crew. | Owners.           | Residence.  |
|----------------|-------------------|------------------|-----------------|----------------|-----------|---------------------|--------------------|-------|-------|-------------------|-------------|
| Ocean Sprite   | Exeter            | 8,510            | J. Hamsford     | Pernambuco     | Liverpool | May 18, 1871...     | June 5, 1871       | 204   | 8     | William Mear      | Exeter      |
| Salterbeck     | Workington...     | 344              | Thomas Bell     | "              | "         | July 15, "          | August 2, "        | 173   | 10    | Jose Blackburn    | Workington  |
| Village Queen  | Barrington        | 407              | Joseph Homer    | "              | "         | February 9, 1872... | March 11, 1872     | 405   | 7     | J. Coffin and Co. | Barrington  |
| Bertie         | St. John's        | 40,092           | J. C. Punchard  | "              | "         | March 4, "          | April 23, "        | 257   | 8     | Edward White      | St. John's  |
| Ruth           | Whitehaven        | 44,536           | Thos. Curnphey  | Santos         | "         | March 16, "         | May 20, "          | 262   | 8     | Joseph Thompson   | Whitehaven  |
| Annie Florence | Newcastle         | 3,712            | George Whately  | Rio de Janeiro | "         | April 12, "         | November 15, "     | 337   | 9     | Barnas Bros.      | Newcastle   |
| Lothair        | Swansea           | 59,827           | R. E. Manning   | Pernambuco     | "         | October 29, "       | February 28, 1873  | 349   | 11    | A. G. Mugford     | Swansea     |
| Hadley's...    | London            | 45,059           | H. Litten       | "              | "         | December 31, "      | January 28, "      | 293   | 10    | J. and J. Hadley  | London      |
| Bessie         | Aberystwith...    | 39,219           | David Jones     | Bahia          | "         | January 5, 1873...  | May 27, "          | 249   | 9     | Thomas & Roberts  | Aberystwith |
| Rio erce...    | Liverpool         | 59,752           | F. W. Edwards   | Pernambuco     | "         | March 26, "         | July 25, "         | 399   | 13    | Collin S. Ceard   | Liverpool   |
| Sultan         | London            | 1,475            | W. J. Robert    | Bahia          | "         | April 19, "         | December 5, "      | 133   | 7     | John Arnall       | Truro       |
| Gaitea         | Southampton       | 56,297           | John Ball...    | Pernambuco     | "         | October 30, "       | September 27, "    | 283   | 12    | John Ranson       | Southampton |
| Hawthorn       | Whitehaven...     | 28,074           | George Avery    | Rio de Janeiro | "         | August 8, 1874...   | September 27, 1874 | 383   | 12    | George Nelson     | Whitehaven  |
| William Wilson | Whitehaven...     | 47,781           | Alfred Wyon     | "              | "         | November 11, "      | November 25, "     | 209   | 8     | M. O'Connell      | Bermuda     |
| Anna ...       | Bermuda ...       | 36,777           | M. O'Connell    | "              | "         | December 14, "      | January 24, 1875   | 320   | 10    | James Godwin      | Ardrrossan  |
| Burn Brae      | Ardrrossan ...    | 54,437           | Duncan Murphy   | "              | "         | " 29, "             | " 24, "            | 205   | 8     | J. D. Kesloke     | Torquay     |
| Francis Drake  | London ...        | 48,586           | W. H. E. James  | "              | "         | " 29, "             | " 24, "            | 205   | 8     | J. D. Kesloke     | Torquay     |

## No. III.—RETURN of Cargo shipped in British Vessels from the Port of Aracaty during the Year 1874.

| Name of Ship.     | Port of Register. | Official Number. | Name of Master.    | Whence Coming. | Bound to.    | Arrival.           | Departure.            | Tons. | Cargo.  | Amount of Freight.    |
|-------------------|-------------------|------------------|--------------------|----------------|--------------|--------------------|-----------------------|-------|---|-----------------------|
| William Wilson    | Whitehaven...     | 47,731           | Alfred Wyon        | Rio de Janeiro | Liverpool... | August 8, 1874...  | September 27, 1874... | 333   | 20 cases Carnau-<br>be wax ... 1,185<br>9,000 horns<br>2,438 bags of cotton 153,356 | \$ s. d.<br>1,127 6 2 |
| Anna ...          | Bermuda ...       | 36,777           | M. O'Connell       | "              | "            | November 11, " ... | November 25, " ...    | 299   | 1,002 " " 61,519  | 550 4 9               |
| Burn Brae ...     | Ardrossan ...     | 54,437           | Duncan Murphy...   | "              | "            | December 14, " ... | January 24, 1875...   | 320   | 2,180 " " 136,800   | 1,171 7 8             |
| Francis Drake ... | London ...        | 48,586           | W. H. E. James ... | "              | "            | " 23, " ...        | " 24, " ...           | 205   | 1,210 " " 74,322  | 708 8 2               |

## No. IV.—RETURN of Cargo shipped in British Vessels from the Port of Aracaty from 1871 to 1874.

| Name of Ship.  | Port of Register. | Official Number. | Name of Master. | Whence Coming. | Bound to. | Arrival.            | Departure.          | Tons. | Cargo.                                      | Amount of Freight. |
|----------------|-------------------|------------------|-----------------|----------------|-----------|---------------------|---------------------|-------|---|--------------------|
| Ocean Sprite   | Exeter            | 85,100           | J. Hamford      | Pernambuco     | Liverpool | May 18, 1871...     | June 5, 1871...     | 204   | 1,100 bales of cotton                       | £ s. d.<br>589 8 9 |
| Saterbeck      | Workington        | 344              | Thos. Bell      | "              | "         | July 15, "...       | August 2, "...      | 173   | "   | 314 10 4           |
| Village Queen  | Barrington        | 407              | Joseph Homer    | "              | "         | February 9, 1872... | March 11, 1872...   | 405   | "   | 695 3 5            |
| Bertha         | St. John's        | 40,092           | J. C. Punchard  | "              | "         | March 4, "...       | April 23, "...      | 257   | "   | 601 1 2            |
| Ruth           | Whitehaven        | 44,536           | Thos. Curphey   | Santos         | "         | " 16, "...          | May 20, "...        | 262   | "   | 567 5 10           |
| Annie Florence | Newcastle         | 3,712            | George Whatley  | Rio de Janeiro | "         | April 12, "...      | May 20, "...        | 337   | "   | 443 6 7            |
| Lothar         | Swansea           | 59,827           | R. E. Manning   | Pernambuco     | "         | October 23, "...    | November 15, "...   | 249   | "   | 514 16 1           |
| Hadley's       | London            | 45,059           | H. Litten       | "              | "         | December 31, "...   | March 1, 1873...    | 349   | 316 hides...<br>44 cts. Carnauba wax        | 870 7 5            |
| Bessie         | Aberystwith       | 39,219           | David Jones     | "              | "         | January 16, 1873... | " 1, "...           | 293   | 1,400 bales of cotton                       | 550 10 0           |
| Florence       | Liverpool         | 79,752           | T. W. Edwards   | Bahia          | "         | March 5, "...       | May 27, "...        | 249   | "   | 567 13 1           |
| Sultan         | London            | 1,475            | W. H. Roper     | Pernambuco     | "         | April 26, "...      | July 25, "...       | 369   | "   | 851 13 3           |
| Galatea        | Truro             | 56,297           | John Ball       | "              | "         | October 19, "...    | December 5, "...    | 133   | "   | 480 5 3            |
| Hawthorn       | Southampton       | 28,074           | George Avery    | Bahia          | "         | " 30, "...          | " 27, "...          | 283   | "   | 840 2 0            |
| William Wilson | Whitehaven        | 47,781           | Alfred Wyon     | Rio de Janeiro | "         | August 8, 1874...   | August 27, 1874...  | 383   | 2,438 " 9,000 horns<br>20 cts. Carnauba wax | 1,127 6 2          |
| Anna           | Bermuda           | 36,777           | M. O'Connell    | "              | "         | November 10, "...   | November 25, "...   | 209   | 1,002 bales of cotton                       | 550 4 9            |
| Burn Brae      | Ardrossan         | 54,437           | Duncan Murphy   | "              | "         | December 14, "...   | January 24, 1875... | 320   | "   | 1,171 7 8          |
| Francis Drake  | London            | 48,586           | W. H. E. James  | "              | "         | " 29, "...          | " 24, "...          | 205   | "   | 708 8 2            |



# No. V.—RETURN of Foreign Vessels Entered and Cleared at the Port of Aracaty during the Year 1874.

| Name of Ship.      | Port of Register. | Official Number. | Name of Master.   | Whence Coming. | Bound to. | Arrival.           | Departure.        | Tons. | Crew. | Owners.         | Residence.   |
|--------------------|-------------------|------------------|-------------------|----------------|-----------|--------------------|-------------------|-------|-------|-----------------|--------------|
| Egil               | Christiansund     | 117              | P. O. Larsen      | Rio de Janeiro | Liverpool | January 7, 1874... | March 4, 1874     | 283   | 11    | W. F. Christie  | Kristiansund |
| Koning Willem III. | Sappeneer         | ...              | K. J. Scholtens   | "              | "         | June 9, "          | February 17, "    | 188   | 6     | K. J. Scholtens | Sappeneer    |
| Guarany            | Santos            | ...              | Anto. O. Alhadad  | "              | "         | August 5, "        | June 26, "        | 151   | 10    | Ant. O. Alhadad | Santos       |
| William Wilson     | Whitehaven        | 47,781           | Alfred Wyon       | "              | "         | September 29, "    | August 27, "      | 383   | 12    | George Nelson   | Whitehaven   |
| Mary A. Rich       | New York          | ...              | A. E. Magrane     | "              | "         | November 20, "     | October 27, "     | 414   | 9     | A. P. Blanchard | New York     |
| Anna               | Bermuda           | 36,777           | M. O'Connell      | "              | "         | December 23, "     | (Dec.) Nov. 28, " | 209   | 8     | M. O'Connell    | Bermuda      |
| Arabella           | S. Miguel         | 5,242            | M. Cazimiro Palho | Pernambuco     | "         | December 7, "      | December 23, "    | 320   | 13    | Ant. Q. Perez   | Pernambuco   |
| Joven Anto. Perez  | Estalheiro        | ...              | Duncan Murphy     | Rio de Janeiro | "         | " 14, "            | January 9, 1875   | 200   | 10    | James Godwin    | Alicrossan   |
| Burn Brae          | Ardoressan        | 54,437           | W. H. E. James    | "              | "         | " 29, "            | " 24, "           | 320   | 10    | J. D. Kesloke   | Forquay      |
| Francis Drake      | London            | 48,586           | "                 | "              | "         | " 29, "            | " 24, "           | 205   | 8     | "               | "            |

# No. VI.—RETURN of Cargo shipped in Foreign Vessels from the Port of Aracaty during the Year 1874.

| Name of Ship.      | Port of Register. | Official Number. | Name of Master.   | Whence Coming. | Bound to. | Arrival.           | Departure.           | Tons. | Cargo.               | Amount of Freight. |
|--------------------|-------------------|------------------|-------------------|----------------|-----------|--------------------|----------------------|-------|----------------------|--------------------|
| Koning Willem III. | Sappeneer         | ...              | K. J. Scholtens   | Rio de Janeiro | Liverpool | January 9, 1874... | February 17, 1874... | 183   | 1,000 bags of cotton | \$ 447 7 5         |
| Egil               | Christiansund     | 117              | P. O. Larsen      | "              | "         | June 7, "          | March 4, "           | 283   | 1,359 "              | 762 11 11          |
| Guarany            | Santos            | ...              | Anto. O. Alhadad  | "              | "         | August 5, "        | June 26, "           | 151   | 2,438 "              | 410 3 2            |
| William Wilson     | Whitehaven        | 47,781           | Alfred Wyon       | "              | "         | August 8, "        | August 27, "         | 383   | 9,000 horns          | 1,127 6 2          |
| Mary A. Rich       | New York          | ...              | A. E. Magrane     | "              | "         | September 23, "    | October 27, "        | 414   | 20 cls. Carnauba wax | 1,185              |
| Anna               | Bermuda           | 36,777           | M. O'Connell      | "              | "         | November 10, "     | November 25, "       | 209   | 2,527 bags of cotton | 1,103 8 11         |
| Arabella           | S. Miguel         | 5,242            | M. Cazimiro Palho | Pernambuco     | "         | December 20, "     | December 23, "       | 320   | 1,002 "              | 550 4 9            |
| Joven Anto. Perez  | Estalheiro        | ...              | Duncan Murphy     | Rio de Janeiro | "         | December 7, "      | January 9, 1875...   | 200   | 1,340 "              | 85 063             |
| Burn Brae          | Ardoressan        | 54,437           | W. H. E. James    | "              | "         | " 14, "            | " 24, "              | 320   | 1,081 "              | 562 17 1           |
| Francis Drake      | London            | 48,586           | "                 | "              | "         | " 29, "            | " 24, "              | 205   | 2,180 "              | 1,171 7 8          |
|                    |                   |                  |                   |                |           |                    |                      |       | 1,210 "              | 74,322             |
|                    |                   |                  |                   |                |           |                    |                      |       |                      | 708 8 2            |

## No. VII.—REVENUE OF CARGO SHIPPED IN FOREIGN VESSELS FROM THE PORT OF ARACATY FROM THE YEAR 1871-1874.

| Name of Ship.    | Port of Register. | Official Number. | Name of Master.  | Whence Coming. | Bound to. | Arrival.             | Departure.        | Nation.    | Cargo.                                 | Amount of Freight. |
|------------------|-------------------|------------------|------------------|----------------|-----------|----------------------|-------------------|------------|--|--------------------|
| Ocean Sprito     | Exeter            | 85,100           | J. Hamsford      | Pernambuco     | Liverpool | 1871.<br>18 May      | 1871.<br>5 June   | English    | 1,100 bales of cotton                  | £ 589 8 9          |
| Salterbeck       | Worthington       | 344              | Thos. Bell       | "              | "         | 15 July              | 2 August          | "          | "                                      | 314 10 4           |
| Garibaldi        | Porto             | 711              | A. Pinto de Caux | "              | "         | 19 "                 | 11 "              | Portuguese | "                                      | 430 7 6            |
| Village Queen    | Barrington        | 407              | Joseph Homer     | "              | "         | 1872.<br>9 February  | 1872.<br>11 March | English    | 1,904 "                                | 695 3 5            |
| Bertha           | St. John's        | 40,082           | S. C. Punchard   | "              | "         | 4 March              | 23 April          | "          | "                                      | 601 1 2            |
| Ruth             | Whitehaven        | 44,586           | Thomas Curphey   | Santos         | "         | 16 "                 | 20 May            | "          | "                                      | 567 5 10           |
| Annie Florence   | Newcastle         | 3,712            | George Whalley   | Rio de Janeiro | "         | 12 April             | 20 "              | "          | "                                      | 443 6 7            |
| Emil             | Oldenburg         | 1,127            | Di. Bischoff     | "              | "         | 4 March              | 19 June           | German     | 1,983 "                                | 1,029 0 9          |
| Einat            | Troudhym          | 936              | N. A. Wold       | Pernambuco     | Cronstadt | 19 July              | 22 August         | Norwegian  | 1,380 "                                | 323 17 5           |
| Eduard Hoidt     | Bergen            | 157              | J. Jensen        | Rio de Janeiro | Chanel    | 16 "                 | 15 September      | "          | 1,265 "                                | 692 2 8            |
| Zeven Gebroeders | Arendal           | 1,280            | H. K. de Groot   | Bahia          | Liverpool | 3 September          | 9 October         | Dutch      | 966 "                                  | 470 8 10           |
| Orion            | Elsfirth          | 427              | C. Hespe         | Pernambuco     | Chanel    | 11 "                 | 20 "              | German     | 1,300 bales of cotton                  | 632 3 2            |
| Presto           | Liverpool         | 5,960            | C. Olsen         | "              | Liverpool | 11 October           | 2 November        | Norwegian  | 1,000 "                                | 330 19 0           |
| Lothair          | Swansea           | 59,827           | R. E. Manning    | "              | "         | 23 "                 | 15 "              | English    | 1,600 "                                | 514 16 1           |
| Venskabet        | Arendal           | 316              | J. Johaunesen    | Bahia          | "         | 24 September         | 17 "              | Dutch      | 1,501 "                                | 530 15 7           |
| Express          | Sundswall         | 116              | D. Lundgren      | Pernambuco     | "         | 1873.<br>28 December | 1 February        | Swedish    | 1,509 "                                | 620 3 2            |
| Hadleys          | London            | 45,069           | H. Litten        | "              | "         | 31 "                 | 1 March           | English    | 1,297 " 316 hides 44 cls. Carmauba wax | 870 7 5            |
| Basie            | Aberystueth       | 39,219           | David Jones      | "              | "         | 1873.<br>16 January  | 1 "               | "          | 1,400 bales of cotton                  | 550 10 0           |
| Maria Luigia     | Genoa             | ...              | Raphael Venzani  | "              | "         | 17 "                 | 24 "              | Italian    | 1,442 "                                | 551 14 11          |
| Florence         | Liverpool         | 79,752           | F. W. Edwards    | Bahia          | "         | 5 March              | 27 May            | English    | 1,220 "                                | 567 13 1           |
| Anna Maria       | Trieste           | ...              | L. Ceolis        | Santos         | "         | 1 April              | 13 "              | Austrian   | 1,704 "                                | 405 14 6           |
| Vigilant         | Kragero           | 114              | O. Olsen         | Bahia          | "         | 14 May               | 25 July           | Norwegian  | 1,372 hides                            | 730 5 10           |
| Sultan           | London            | 1,475            | W. H. Roper      | Pernambuco     | "         | 26 April             | 25 "              | English    | 1,003 bales of cotton                  | 851 13 3           |
| Themis           | Altona            | 249              | A. Schau         | Rio de Janeiro | "         | 10 June              | 10 August         | German     | 1,923 " 1,307 "                        | 499 12 4           |

| Name of Ship.      | Port of Register. | Official Number. | Name of Master.     | Whence Coming.    | Bound to.     | Arrival.                | Departure.          | Nation.       | Cargo.                                    | Amount of Freight.   |
|--------------------|-------------------|------------------|---------------------|-------------------|---------------|-------------------------|---------------------|---------------|---|----------------------|
| Galates...         | Turo...           | 56,297           | John Ball...        | Pernambuco ...    | Liverpool ... | 1873.<br>19 October ... | 1873.<br>5 December | English ...   | 810 bales of cotton                       | Ar. Lb.<br>3,324 21  |
| Friede ...         | Weener ...        | 186              | J. H. Menke ...     | "                 | "             | 25 " ...                | 6 " ...             | German ...    | 955 " "                                   | 490 5 3              |
| Catharina ...      | Pappenburg...     | 2,380            | J. H. de Weerd ...  | Rio de Janeiro... | "             | 27 " ...                | 7 " ...             | "             | 1,081 " "                                 | 4,180 21             |
| Agatha Catharina   | Dorrecht ...      | 1,233            | George Avery ...    | Bahia ...         | "             | 10 November ...         | 20 " ...            | Dutch ...     | 601 " "                                   | 580 7 11             |
| Hawthorn ...       | Southampton       | 23,074           | "                   | "                 | "             | 30 October ...          | 27 " ...            | English ...   | 1,167 " "                                 | 303 3 10             |
| Koning Willem III. | Sappeneer ...     | "                | E. S. Scholtens ... | Rio de Janeiro... | "             | 9 January ...           | 17 February...      | Dutch ...     | 1,000 " "                                 | 840 2 0              |
| Elgi ...           | Cristiansund      | 117              | P. O. Larsen ...    | "                 | "             | 7 " ...                 | 4 March ...         | Norwegian...  | 1,859 " "                                 | 447 7 5              |
| Guarany ...        | Santos            | "                | Anto. O. Alhadas    | "                 | "             | 5 June ...              | 26 June ...         | Brazilian ... | 620 " "                                   | 762 11 11            |
| William Wilson     | Whitehaven...     | 47,781           | Alfred Wyon ...     | "                 | "             | 8 August ...            | 27 August ...       | English ...   | 9,000 horns...<br>20 cls. Canauba wax ... | 410 3 2<br>1,127 6 2 |
| Mary A. Rich ...   | New York          | "                | A. E. Maguire ...   | "                 | "             | 23 September            | 27 October ...      | American ...  | 2,527 bales of cotton                     | 1,103 8 11           |
| Anna ...           | Bermuda           | 35,777           | M. O'Connell ...    | "                 | "             | 10 November             | 25 November         | English ...   | 1,092 " "                                 | 550 4 9              |
| Arabella ...       | S. Miguels ...    | 5,242            | M. Cazimiro Palho   | Pernambuco ...    | "             | 20 " "                  | 23 December         | Portuguese    | 1,340 " "                                 | 810 15 8             |
| Jovem A. Perez     | Estacheiro ...    | "                | Ant. A. Perez ...   | Rio de Janeiro... | "             | 7 December              | 9 January ...       | Spanish ...   | 1,081 " "                                 | 582 17 1             |
| Burn Brae ...      | Androssan ...     | 54,437           | Duncan Murphy ...   | "                 | "             | 14 " "                  | 24 " "              | English ...   | 2,180 " "                                 | 1,171 7 8            |
| Francis Drake...   | London ...        | 43,586           | W. H. E. James ...  | "                 | "             | 29 " "                  | 24 " "              | "             | 1,210 " "                                 | 708 8 2              |

## BAHIA.

*Supplementary Report by Consul Morgan on the Trade and Commerce of  
Brazil for the Year 1874.*

THE following account of the empire of Brazil and its commercial resources, &c., is translated from a book published by the Inspector of the Custom-house of Bahia.

## I.

The empire of Brazil, containing an area of more than 12,000,000 square kilos., through the vastness of her superficies, the configuration and fertility of her soil, with its variety of climate, abundance of water, and immense natural riches, is a country marked out by Providence to great destinies.

The fertility of soil and the variations of climate in this part of America adapt it for any kind of cultivation, independent of the natural products which will be mentioned hereafter, while immense forests, spread over hundreds of leagues, attest by their colossal trees the energy of her vegetation, where, in many points, the contact of civilized man has not yet been felt.

Entering upon a mere comparison of the extent of her area, to give an idea of her territory, we find that Brazil is fifteen times larger than France. The great German empire, conjointly with Belgium, would find room within the province of Minas Geraes. The province of Matto Grosso is larger than any European State with the exception of Russia. The smallest province of Brazil, that of Espirito Santo, is larger than Saxony or Holland. The province of Ceará is about the size of Portugal, larger than Scotland, Ireland, or Bavaria. The province of Rio de Janeiro is larger than Switzerland or Denmark, and little less than Greece. Minas Geraes is one-fifth more than the size of France.

If territory is not wanting, her population is far too small and disseminated through large tracts, in many of which the means of easy and prompt transport is much felt. If the density of the population of Brazil (which may be computed at about 11,000,000 souls) was as great as that of Belgium, she ought to have 1,333,044,720 inhabitants, that is, thirty-seven times more than France, or, on the other hand, she would have more than four times the population of China, or seventeen times that of Russia. It would be enough if she had the density of that of Portugal to be the most populous country in the world with the exception of China.

In mineral riches Brazil exceeds all other countries, but the varied productions of this kingdom are as yet hidden in her soil, although nature has with such prodigality endowed her with the most useful metals.

Of the animal kingdom, we will only mention the bovine race, for which there are large breeding fields on the island of Marajo, in the province of Para, in Goyaz, Matto Grosso, Piauh, St. Paulo, Parana, Minas Geraes, and Rio Grande do Sul, in the latter of which the *charqueadas* (slaughtering establishments) prepare the jerked beef, which is an article of great consumption in the empire, especially for the lower classes of society and for the slave population. From the



residue of the bullock the latter province exports to foreign countries, hides, bone-ash, horns, hoofs, &c., &c.

The coasts of Brazil are in general well supplied with fish, and if a perfected system of fishery and salting were established, fish, which as a rule is good, of various qualities, and abundant, might constitute a great branch of export; but on the contrary the country imports yearly for its consumption enormous quantities of dried codfish. Nevertheless, tainhas (mulletts) are caught and salted in the provinces of Rio Grande do Sul, St. Catherine, Parana, and Rio de Janeiro, constituting thereby a very considerable inter-provincial commerce.

## II.

Of the mineral kingdom gems and diamonds are found in the provinces of Minas Geraes and Bahia, as well as in those of Matto Grosso, St. Paulo, and in that of Parana, in the Itaculimitic rocks, dispersed along and embedded on the margins of the River Tybagy, although of lesser value.

Emeralds, rubies, sapphires, topazes, aqua marinas, turmalina, black, blue, and green (so-called Brazilian) emeralds, exist in various places of the empire, principally in that of Minas Geraes, where "zirconite" is also found, as well as other gems of more or less value. Of the quartz kinds, crystal rock of the purest kind and of great dimensions is exported, mostly from Minas Geraes, Goyaz, St. Paulo, and Parana, as well as amethysts. The onyx stone, the opal, the cornaline, and jasper stones are abundant in almost all the interior of Minas Geraes, Goyaz, and St. Paulo. In Rio Grande do Sul the onyx and agate are already an important branch of trade.

*Gold*.—Of the localities recognized as auriferous there are many in the province of Minas Geraes, especially in the upper basin of the River St. Francisco, in its eastern fall, where several English companies and others are at work. In the municipalities of Cacapava, St. Maria, and Cruz Alta, in the province of Rio Grande, a national company is organized for the same purpose. In Tory-Assu, in the province of Maranhão, in various localities of Bahia, of Rio Grand do Norte, Parahyba, Piahy, Goyaz, Ceara, and in St. Paulo several exploration grants have of late been made by Government.

*Silver* is found in Ceara, St. Paulo, Minas Geraes, and in Bahia, on the margins of the River St. Francisco, but none of the mines are worked. In the district of the town of Chique-Chique, in the province of Bahia, and in the Batata range of hills, an argentiferous zone of forty square leagues exists. Towards the westward of that point, and near the village of the same name, almost on the superficial soil, layers of that metal are found, uncared for and not worked or made available.

*Quicksilver*.—Deposits are found near the capital of the province of Parana, equal in quality to that of Peru or Europe.

*Copper*.—Found in abundance in Matto Grosso, Goyaz, Minas Geraes, Bahia (very near to the capital), Maranhão, Ceara, and Rio Grande do Sul.

*Manganese*.—Found in large quantities in Bahia and Minas Geraes.

*Antimony*.—Found in the provinces of Minas Geraes, St. Paulo, and Parana.

*Lead*.—Found frequently in the state of galena, abounding in the deposits of Iporanga, Socoraba, and Iguape, in the province of St. Paulo; near the River Abaethe, in the province of Minas Geraes; in Bahia, Rio Janeiro, Parahyba, Maranhão, Piahy, Ceara, and St. Catherine's.

*Bismuth*.—Found in the province of Minas Geraes.



*Iron*.—Exists in all Brazil in many forms and states: magnetic in the province of Minas Geraes, forming a colossal mountain at Itabira; and other qualities unlimited in extent in the provinces of Bahia, St. Paulo, Parana, Matto Grosso, Alagoas, Ceara, and Rio Grande do Sul, in the latter the quality rivalling that from Sweden.

*Coal*.—Recent analysis proves the existence of this useful combustible in the province of Rio Grande do Sul, especially in the mines of Caudiota, on the River Ratos; in Parana and St. Catherine, and it is presumed also in Bahia, St. Paulo, Ceara, Piahy, Maranham, and in the valley of the Amazon.

*Lignitis or Bituminous Schistus*.—In all the empire deposits are abundant, especially at Maranham and in Bahia; in the latter, near the mouth of the River Camamu, large deposits are now being worked.

*Sulphur*.—A native of Rio Grande do Norte, in small portions, as well as of Rio Grande do Sul; especially in the province of Minas Geraes, where its quality has been tested with good results in the manufacture of gunpowder.

Of salts there is an abundance:—

*Saltpetre* is to be found in calcareous caverns in the provinces of Minas Geraes, Bahia, Matto Grosso, and Piahy.

*Alum*.—To be found in Minas Geraes, Bahia, Ceara, &c.

*Rock Salt* exists in Matto Grosso, Goyaz, Para, Bahia, Piahy, and in Minas Geraes, in all of which sulphate of magnesia also exists, &c., &c.

### III.

In the vegetable kingdom the wealth of Brazil is no less great, and the majesty of her forests surpasses all conception. The Brazilian flora is perhaps the richest in existence, from the variety and abundance of its important species, of which some 17,000 are already known and classified. In the fields, on the highest mountains, amongst the rocks and on the sandy coasts, vegetation shows itself vigorous, and in almost uninterrupted growth.

*Woods*.—The valleys of the Amazon and Para are covered with the Seringueira (*Seponia elastica*), from which india-rubber is extracted, which is also obtained from the Mangabeira (*Hancornia speciosa*), found abundantly in Bahia. The profusion of the Seringueira is so great that the consumption of a century would not extinguish that plant.

Amongst the most useful trees in Brazil, and which deserves special mention, is the Carnauba (*Copernicia cerifera*), a palm tree which, without any culture, develops itself in Ceara, Rio Grande do Norte, Bahia, &c. Perhaps in no country is a plant applied to so many and varied purposes. It resists the most prolonged drought, and preserves itself constantly luxuriant and green. Its roots possess the same medicinal effects as the Salsaparilha. From the trunk are obtained strong fibres which acquire the prettiest lustre, as well as corner pieces of timber, and excellent palisades for enclosures.

The Palmetto top, when young, serves as an appreciable and nutritious food; and therefrom also wine, vinegar, and a saccharine matter is extracted, as well as a kind of gum similar in its taste and properties to sago. This plant has often served, during the period of excessive droughts, as the means of support to the populations of the two first-named provinces.

From the wood and trunk of the tree musical instruments are made, as also tubes and pumps for water. The delicate fibrous substances of the pith of the stalk and its leaves make a good substitute for cork.

The pulp of the fruit is of an agreeable taste, and the nut, oily and emulsive, is, after being roasted and reduced to powder, used as coffee by many persons in the interior. From the trunk of the tree a species of flour similar to maizena is extracted, as well as a liquid resembling that of the Bahia cocoa-nut. From its dried straw, mats, hats, baskets, and brooms are made, and of this straw large quantities are exported to Europe, where it is employed in the manufacture of fine hats, the whole value of which exportation and of such as is utilized by national industry, amounts now to about 1,000 contos, or 117,500*l.* per annum.

Finally, from its leaves is produced the wax used in the manufacture of candles, which has an extensive consumption in the northern provinces, especially at Ceara, where it has become an important branch of industry. The annual exportation of this wax is calculated at 871,400 kilos., exceeding in value reis 1,500\$000 or 162,500*l.*

Of the agricultural products of the country, the one that has been mostly developed, and furnishes the largest amount of public revenue, is

*Coffee*, which does not meet in the consuming markets a competitor, whether as to quality (with the exception of Moka) or as to quantity. There was not at first, as was natural, any great care bestowed in its cultivation or preparation; but during the last fifteen years it has been considerably improved through the introduction of machinery and of improved processes. The International Jury of the Universal Exposition of 1867, on conferring the gold medal to Brazilian coffee, and not granting a similar prize to the coffees from other countries, gave a solemn testimony of its incontestible value.

While treating of this important product of the country it will not be out of place to put on record the history of its cultivation.

Coffee, originally from Arabia, was introduced into the French colony of Cayenne by La Motte Aigron in the year 1722. The Brazilian subject Palheta, while on a voyage to that colony, managed, not without much difficulty, to bring to the city of Belem (Para) a few of the seeds of this precious vegetable. In that province coffee trees were multiplied through the care of Agostinho Domingos and others. A deserter, it is said, introduced the plant from Para into Maranhão about 1770. The Judge Joao, Gualberto Castello Branco, appointed Chancellor to the High Court of the Relação at Rio de Janeiro, took with him with great care two small coffee trees. During the viceroyalty of the Marquis de Lavradio, in the middle of the eighteenth century—when sugar and cereals constituted the great fountains of the wealth of the province of Rio de Janeiro,—those two plants were by order of that notable statesman cultivated in a private garden in the neighbourhood of the convent of Adjuda, and in this manner those two small and humble plants did, in the course of one century, become the first and most important branch of the public wealth. The coffee tree having rapidly multiplied, extended itself then over dozens of miles, was transplanted to Minas Geraes, St. Paulo, Bahia, and Ceara, &c.

To be able to appreciate the commercial importance of this article, it will be enough to note that in the financial year 1872-73, Brazil exported to foreign countries—

| Articles.                   |            | Quantity.   | Value.      |            |       |
|-----------------------------|------------|-------------|-------------|------------|-------|
|                             |            |             | Milreis.    | £          | s. d. |
| Coffee .. ..                | Kilos. ..  | 209,772,653 | 115,285,466 | 12,952,943 | 5 0   |
| Sugar .. ..                 | " ..       | 183,982,224 | 27,725,672  | 3,122,382  | 2 0   |
| Cotton .. ..                | " ..       | 44,618,000  | 26,824,378  | 3,017,742  | 2 0   |
| Hides .. ..                 | " ..       | 25,516,274  | 48,888,087  | 5,499,951  | 7 5   |
| Indiarubber .. ..           | " ..       | 5,067,735   | 10,065,366  | 1,045,270  | 6 10  |
| Tobacco .. ..               | " ..       | 16,900,874  | 6,834,807   | 768,915    | 15 9  |
| Herva Matte, or Yerba .. .. | " ..       | 15,567,855  | 3,337,600   | 375,484    | 3 6   |
| Diamonds .. ..              | Grammes .. | 19,422      | 1,591,514   | 178,628    | 3 2   |
| Rum .. ..                   | Litrós ..  | 3,664,807   | 526,487     | 59,146     | 9 1   |
| Horsehair .. ..             | Kilos. ..  | 558,743     | 520,802     | 58,590     | 4 6   |
| Pará nuts .. ..             | " ..       | 3,294,029   | 443,729     | 49,919     | 10 3  |
| Gold dust and bars .. ..    | Grammes .. | 424,505     | 439,563     | 49,450     | 16 3  |

In the same financial year were likewise exported several kinds of timber for construction, piassava, rice, beans, maize, amendoim, vegetable and animal oils, cocoa, chocolate, arrowroot, starch, &c., &c., &c.

In some of the southern provinces wheat and barley recompensed the labour expended thereon, and in every part the soil produces cereals with abundance, especially in Mandioca, after which the flour of that name is called.

GROSS Total of the General Trade of the Empire of Brazil during the last Twenty Years, taken from the latest Statistics published by the Imperial Treasury.

| Years.        | Value of Imports. | Value of Exports. | Totals.     |
|---------------|-------------------|-------------------|-------------|
|               | Milreis.          | Milreis.          | Milreis.    |
| 1853-54 .. .. | 85,838,753        | 76,842,492        | 162,681,245 |
| 1854-55 .. .. | 85,170,258        | 90,698,614        | 175,868,872 |
| 1855-56 .. .. | 92,778,480        | 94,432,478        | 187,210,958 |
| 1856-57 .. .. | 125,226,750       | 114,546,981       | 239,773,731 |
| 1857-58 .. .. | 130,364,573       | 96,199,735        | 226,564,308 |
| 1858-59 .. .. | 127,268,196       | 106,782,223       | 234,050,420 |
| 1859-60 .. .. | 111,632,684       | 112,950,010       | 224,582,694 |
| 1860-61 .. .. | 123,720,345       | 123,171,163       | 246,891,508 |
| 1861-62 .. .. | 110,531,189       | 120,719,942       | 231,251,131 |
| 1862-63 .. .. | 99,172,708        | 122,479,996       | 221,652,704 |
| 1863-64 .. .. | 125,685,075       | 131,151,082       | 256,836,157 |
| 1864-65 .. .. | 131,746,341       | 141,083,446       | 272,829,787 |
| 1865-66 .. .. | 137,766,842       | 157,087,558       | 294,854,400 |
| 1866-67 .. .. | 143,145,583       | 156,253,622       | 299,399,205 |
| 1867-68 .. .. | 140,610,628       | 185,370,067       | 325,980,695 |
| 1868-69 .. .. | 168,510,288       | 207,722,633       | 376,232,921 |
| 1869-70 .. .. | 168,243,703       | 197,057,193       | 365,300,896 |
| 1870-71 .. .. | 162,391,093       | 167,936,057       | 330,327,155 |
| 1871-72 .. .. | 155,724,525       | 177,047,888       | 332,772,413 |
| 1872-73 .. .. | 151,653,651       | 214,621,741       | 366,275,392 |

Thus the gross total of the commerce of Brazil in the financial year of 1872-73, is represented by 366,275,392 milreis or in sterling 41,205,974*l.* 2*s.*

Gross Total of the Imports and Exports, during the Financial Years of 1861-73, of the Custom-House of Rio de Janeiro.

| Years.         | Value of Imports. | Value of Exports. | Totals.     |
|----------------|-------------------|-------------------|-------------|
|                | Milreis.          | Milreis.          | Milreis.    |
| 1861-62.. .. . | 58,222,334        | 57,845,011        | 116,067,345 |
| 1862-63.. .. . | 49,621,604        | 52,810,706        | 102,432,310 |
| 1863-64.. .. . | 70,633,356        | 54,224,641        | 124,857,997 |
| 1864-65.. .. . | 67,706,951        | 62,572,539        | 130,279,490 |
| 1865-66.. .. . | 80,709,067        | 60,628,952        | 141,338,019 |
| 1866-67.. .. . | 80,458,063        | 73,844,227        | 154,302,290 |
| 1867-68.. .. . | 81,251,943        | 85,221,885        | 166,473,828 |
| 1868-69.. .. . | 89,221,144        | 89,221,238        | 178,442,432 |
| 1869-70.. .. . | 86,984,338        | 71,075,350        | 158,059,688 |
| 1870-71.. .. . | 92,004,709        | 78,202,561        | 170,207,270 |
| 1871-72.. .. . | 82,625,376        | 66,077,668        | 148,703,044 |
| 1872-73.. .. . | 76,065,525        | 102,088,782       | 178,154,307 |

Thus the value of the gross trade of the port of Rio de Janeiro in the year 1872-73, was 178,154,307 milreis, or in sterling 20,042,317*l.* 17*s.* 5*d.*

Gross Total of the Imports and Exports, during the Financial Years of 1861-73, of the Custom-House of Bahia.

| Years.          | Value of Imports. | Value of Exports. | Totals.    |
|-----------------|-------------------|-------------------|------------|
|                 | Milreis.          | Milreis.          | Milreis.   |
| 1861-62 .. .. . | 17,335,000        | 16,791,101        | 34,176,101 |
| 1862-63 .. .. . | 17,137,542        | 18,029,367        | 35,166,909 |
| 1863-64 .. .. . | 16,102,571        | 13,058,166        | 29,161,037 |
| 1864-65 .. .. . | 16,893,238        | 14,083,922        | 30,977,160 |
| 1865-66 .. .. . | 17,598,941        | 19,247,941        | 36,846,882 |
| 1866-67 .. .. . | 17,878,202        | 16,202,328        | 34,080,530 |
| 1867-68 .. .. . | 18,267,107        | 22,264,583        | 40,531,690 |
| 1868-69 .. .. . | 23,556,640        | 21,547,032        | 45,103,672 |
| 1869-70 .. .. . | 20,277,088        | 19,762,706        | 40,039,794 |
| 1870-71 .. .. . | 17,980,829        | 18,181,762        | 36,048,456 |
| 1871-72 .. .. . | 21,978,647        | 22,531,906        | 44,127,908 |
| 1872-73 .. .. . | 22,723,218        | 17,963,637        | 40,686,855 |

Thus the gross value of the trade of the port of Bahia in the financial year of 1872-73, was 40,686,855 milreis, or in sterling 4,577,271*l.* 3*s.* 9*d.*



Gross Total of the Imports and Exports, during the Financial Years of 1861-73, of the Custom-House of Pernambuco.

| Years.          | Value of Imports. | Value of Exports. | Totals.    |
|-----------------|-------------------|-------------------|------------|
|                 | Milreis.          | Milreis.          | Milreis.   |
| 1861-62 .. .. . | 17,340,843        | 12,339,859        | 29,680,702 |
| 1862-63 .. .. . | 15,069,078        | 12,471,785        | 27,540,863 |
| 1863-64 .. .. . | 19,688,850        | 18,453,455        | 38,142,305 |
| 1864-65 .. .. . | 24,927,837        | 18,997,994        | 43,925,831 |
| 1865-66 .. .. . | 21,083,654        | 26,084,468        | 47,168,122 |
| 1866-67 .. .. . | 24,105,404        | 22,436,141        | 46,541,545 |
| 1867-68 .. .. . | 17,986,505        | 20,744,125        | 38,680,630 |
| 1868-69 .. .. . | 25,677,984        | 23,097,423        | 48,775,407 |
| 1869-70 .. .. . | 27,598,875        | 30,240,720        | 57,839,595 |
| 1870-71 .. .. . | 19,213,956        | 15,086,359        | 34,300,315 |
| 1871-72 .. .. . | 24,495,260        | 23,349,186        | 52,844,446 |
| 1872-73 .. .. . | 29,532,092        | 25,461,756        | 54,993,848 |

The gross value of the trade of the port of Pernambuco in the financial year of 1872-73, amounted to 54,993,848 milreis, or in sterling £186,807*l.* 9*s.* 8*d.*

#### IV.

In a country almost exclusively agricultural, like Brazil, where handicraft industry is yet in its infancy, and where agriculture forms the foundation of public and private fortune, commerce is dependent on its prosperity.

Sugar is perhaps the article of commerce which, as concerns Brazil, from the beginning of this century, mostly occupied the attention of financiers and of statesmen in Europe. Nevertheless, its cultivation in the province of Bahia, for more than one reason, has become precarious, especially since the discovery of the disease of the cane. It is probable, were the planters of Bahia to turn their attention to the culture of coffee and of tobacco on a large scale in preference to that of sugar, that their trouble would be amply rewarded. Sugar, though an article of great consumption, encounters strong competition from sundry regions, while coffee does not prosper in all climes. In Brazil, however, the soil in many places lends itself to the culture of this plant, which, it may be said, grows spontaneously. The harvesting thereof is easy, as children and even women advanced in age can be employed, a circumstance not to be despised in a country where population is yet scarce; whereas the cultivation of the cane is arduous. France, England, and Holland obtain sugar abundantly from their colonies, while others raise it from beetroot from their European soil.

The capital employed in the sugar estates in Bahia is calculated at 60,000 contos, or 6,750,000*l.* sterling, and they cannot be abandoned without the inevitable ruin of their owners.

In this respect there is a hope on the horizon as to its future and bettered condition when a bold attempt is made to eradicate pernicious routine. The provincial Government of Bahia, availing itself of the faculty granted by the provincial law of the 4th of May, 1874, has contracted, with an active and intelligent merchant of this city, for the establishment of three central factories for the manipulation of sugar, adopting the system in use in the French colonies of Martinique and Guadalupe, and which factories are to be located in the municipalities



of St. Francisco, St. Amaro, and Nazareth. The sugar must always be crystallized, and in the internal and external services of the factories no slaves are to be employed. In the organization of the company or companies, the millowners of the neighbourhood shall have preference as shareholders. The sugar cane shall be bought by weight from each producing locality, deducting the cost of transport in accordance with a table organised by the several companies and the Government. The basis for the payment of the sugar cane shall be at the rate of 5 per cent. of sugar upon the weight of the canes, calculating the price of sugar in conformity with the prices current of common muscavado. To each factory shall be attached a primary school for the children of the employes, and for the children of persons of small means in the neighbourhood.

As soon as the profits of the factories exceed 10 per cent. nett, the excess shall be applied in restitution to Government of all sums paid on account of guarantee, with interest upon that guarantee at 7 per cent. When all the antecedent conditions are satisfied, and profits be 15 per cent. nett, after deducting 3 per cent. for the reserve fund, the excess shall be divided into two parts, one for the factory and the other amongst the planters who have a contract with the company for the supply of the cane, proportionately to the weight furnished.

The advantages granted to the central factories are—guarantee of 7 per cent. per annum on a capital of 1,500 contos (168,750*l.*), being 500 contos for each factory for the period of twenty-five years, the payment of this guarantee to be made every six months upon the incorporated capital, &c.

The provincial law alluded to for this useful attempt in favour of the principal product of the province deserves praise, as the contract entered into by Government may serve, it is to be presumed, to encourage future undertakings for the like purposes.

Experience has demonstrated in some French colonies in America the excellence of such establishments. Centralizing a factory in a district, the planters dispose of their canes, receiving at the time the value either in money or sugar, whereby they are relieved from all trouble and expense of manipulation, and can turn their attention exclusively to the culture of their lands.

In general the Brazilian planter unites in his person the double functions of an agriculturist and of manufacturer. Divided as he must be, both in his cares and the hours he disposes of, not only is his production less, but in many cases little care is bestowed thereon, especially by the smaller proprietors, who have not the means of acquiring machinery and appropriate instruments for their labour.

## V.

Compared with the natural agricultural wealth of Brazil, its industries may be considered to be only at their commencement, although in many branches within the country itself success has been attained, because the raw material is close at hand.

Thus, in the capital of the empire and in the provinces, exist several important factories, many worked by steam, which give employment to many hands. The State has on occasions come to the assistance of those most deserving, granting them reasonable favours, such as exemption from recruitment to all labourers in cotton fabrics, and exemption of the products from the dues of exportation for the period of ten years.

In almost every province of the empire manufactories are found

soap and candles from the stearine made at Rio de Janeiro, of tallow in many cities, of wax in various provinces, and of carnauba in Ceara, in the capital of Bahia, and on the banks of the River St. Francisco; also many considerable factories of hats of all kinds and qualities.

Putting aside Rio de Janeiro, where such establishments find greater opportunities for development, the capital of Bahia alone counts eighty factories, including four large steam saw-mills, valuable factories for refining sugar, one of them on the system of Derome et Caille, many of soap and cigars, two of snuff, two of artificial ice, of gaseous waters, vegetable and animal oils, beer, vinegar, tallow candles, hats, and nine alambiques for the distillation of rum.

Bahia, March 27, 1875.

## CEARA.

*Report by Vice-Consul Studart on the Trade and Commerce of Ceara for the Year 1874.*

THE trade last year in Ceará did not suffer any decline, as was generally anticipated; indeed, the returns show commerce in a perfectly healthy state, exhibiting an increase over 1873 both in trade and shipping.

The number of British arrivals was—

|          |    |    |    |    | Number. | Tons.  |
|----------|----|----|----|----|---------|--------|
| In 1874  | .. | .. | .. | .. | 32      | 23,243 |
| 1873     | .. | .. | .. | .. | 27      | 19,431 |
| Increase | .. | .. | .. | .. | 5       | 3,812  |

Of these thirty-two arrivals, five only were sailing vessels.

Foreign tonnage shows a decrease of five vessels, with 279 tons.

The imports from Great Britain amounted to 498,720*l.*, and the exports to 470,864*l.* 10*s.* 10*d.*; total, 969,584*l.* 10*s.* 10*d.*; showing a total increase over last year of 108,832*l.* 3*s.* 9*d.*, 56,402*l.*, and 52,430*l.* 3*s.* 9*d.* respectively.

The following statement of imports and exports from 1870 to 1874 exhibits the gradual improvement of British commerce in Ceará, and it is a source of pleasure for me to be enabled to say that such improvement first dates from 1854, when I had the honour of making my first report:—

| Years. |    |    |    |    | Imports. | Exports. |
|--------|----|----|----|----|----------|----------|
|        |    |    |    |    | £        | £        |
| 1870   | .. | .. | .. | .. | 325,220  | 487,654  |
| 1871   | .. | .. | .. | .. | 302,116  | 413,122  |
| 1872   | .. | .. | .. | .. | 350,220  | 417,300  |
| 1873   | .. | .. | .. | .. | 442,318  | 418,434  |
| 1874   | .. | .. | .. | .. | 498,720  | 470,864  |

The subjoined statement exhibits likewise an improvement on British tonnage during the same period:—

| Years. |    |    |    |    | Entered. | Cleared. |
|--------|----|----|----|----|----------|----------|
|        |    |    |    |    | Tons.    | Tons.    |
| 1870   | .. | .. | .. | .. | 26,369   | 26,339   |
| 1871   | .. | .. | .. | .. | 30,398   | 28,784   |
| 1872   | .. | .. | .. | .. | 20,569   | 20,360   |
| 1873   | .. | .. | .. | .. | 19,431   | 19,176   |
| 1874   | .. | .. | .. | .. | 23,243   | 23,025   |

According to the information received from Mr. Consular Agent Brunnschweiler, the port of Aracaty was visited last year by ten vessels, four British and six foreign, measuring 2,662 tons.

These vessels all sailed for Liverpool, carrying 12,319 bags cotton, of which 6,830 bags were shipped by the four English vessels.

Aracaty further exported during the same period 37,859 bags cotton:—

|                    |        |
|--------------------|--------|
| To Ceará .. .. .   | 27,898 |
| Pernambuco .. .. . | 9,461  |
| Total .. .. .      | 36,859 |

Likewise 22,544 dry salted hides:—

|                    |        |
|--------------------|--------|
| To Ceará .. .. .   | 13,103 |
| Pernambuco .. .. . | 9,441  |
| Total .. .. .      | 22,544 |

On this occasion I cannot advise any local improvements, nor, I am sorry to say, the realization of any of those brought under your notice in my last year's report.

As I have before said, this province appears to share but very little the benevolence of the Imperial Government.

#### RETURN of Imports at the Port of Ceará in the Year 1874

| General cargoes from— | Value.<br>£ |
|-----------------------|-------------|
| Great Britain .. .. . | 498,720     |
| Germany .. .. .       | 18,400      |
| United States .. .. . | 6,600       |
| Spain .. .. .         | 3,000       |
| Portugal .. .. .      | 600         |
| Total .. .. .         | 527,320     |

RETURN of Exports at the Port of Ceará in the Year 1874.

| Name of Articles. | Foreign Weights and Measures. | To Great Britain. |                     | To Hamburg and Channel for Orders. |                    | To Spain. |                 | Total.                        |                               |
|-------------------|-------------------------------|-------------------|---------------------|------------------------------------|--------------------|-----------|-----------------|-------------------------------|-------------------------------|
|                   |                               | Value.            |                     | Value.                             |                    | Value.    |                 | Value.                        |                               |
|                   |                               | Quantity.         | Milreis.            | Quantity.                          | Milreis.           | Quantity. | Milreis.        | Quantities.                   | Value.                        |
|                   |                               | Bags.             |                     | Bags.                              |                    | Bags.     |                 | Foreign Weights and Measures. | English Weights and Measures. |
| Cotton ..         | Arrobas.                      | 331,736           | 2,653,888           | 1,942                              | 77,680             | 532       | 21,280          | Arrobas.                      | Tons.                         |
| Sugar ..          |                               | 32,934            | 257,970             | ..                                 | ..                 | ..        | ..              | 444,106                       | 6,301½                        |
| Coffee ..         |                               | 34,396            | 758,400             | 12,813                             | 461,232            | ..        | ..              | 171,980                       | 2,456½                        |
| India-rubber ..   |                               | 18,965            | 2,199               | 49                                 | 5,880              | ..        | ..              | 152,454                       | 2,179½                        |
| D. S. hides ..    |                               | 21,992            | 379,809             | 46,480                             | 418,320            | ..        | ..              | 17,984                        | 257                           |
| Vegetable wax..   |                               | 42,201            | 31,500              | ..                                 | ..                 | ..        | ..              | 88,681                        | Tons.                         |
|                   |                               | Tons.             |                     | ..                                 | ..                 | ..        | ..              | 3,500                         | 50                            |
|                   |                               | 50                |                     | ..                                 | ..                 | ..        | ..              | 3,500                         | 50                            |
|                   |                               | 3,500             |                     | ..                                 | ..                 | ..        | ..              | 3,500                         | 50                            |
|                   |                               | ..                | 4,346,447           | ..                                 | 963,112            | ..        | 21,280          | ..                            | ..                            |
|                   |                               | ..                | or                  | ..                                 | or                 | ..        | or              | ..                            | ..                            |
|                   |                               | ..                | 470,864l. 10s. 10d. | ..                                 | 104,386l. 16s. 8d. | ..        | 2,305l. 1s. 6d. | ..                            | ..                            |
| Total value       |                               | ..                | ..                  | ..                                 | ..                 | ..        | ..              | 5,330,839                     | 577,506 12 4                  |



## No. I.—RETURN of British Shipping at the Port of Ceará in the Year 1874.

*Direct Trade in British Vessels from and to Great Britain and British Colonies.*

| Entered.                 |                |        |                               |                | Cleared.                 |                |        |                  |                |
|--------------------------|----------------|--------|-------------------------------|----------------|--------------------------|----------------|--------|------------------|----------------|
| Total Number of Vessels. |                |        | Total Tonnage.                |                | Total Number of Vessels. |                |        | Total Tonnage.   |                |
| With<br>Cargoes.         | In<br>Ballast. | Total. | With<br>Cargoes.              | In<br>Ballast. | With<br>Cargoes.         | In<br>Ballast. | Total. | With<br>Cargoes. | In<br>Ballast. |
| 28                       | ...            | 28     | 21,828                        | ...            | 31                       | 2              | 33     | 22,260           | 365            |
|                          |                |        | Total<br>Value of<br>Cargoes. |                |                          |                |        | Total.           |                |
|                          |                |        | £                             |                |                          |                |        | 23,025           |                |
|                          |                |        | 498,720                       |                |                          |                |        | 954              |                |
|                          |                |        |                               |                |                          |                |        | £ s. d.          |                |
|                          |                |        |                               |                |                          |                |        | 470,864 10 10    |                |

*Indirect or Carrying Trade in British Vessels from and to other Countries.*

| Entered.                     |                |        |                      |                | Cleared.                        |                |        |                      |                |
|------------------------------|----------------|--------|----------------------|----------------|---------------------------------|----------------|--------|----------------------|----------------|
| Number of Vessels.           |                |        | Tonnage.             |                | Number of Vessels.              |                |        | Total Tonnage.       |                |
| With<br>Cargoes.             | In<br>Ballast. | Total. | With<br>Cargoes.     | In<br>Ballast. | With<br>Cargoes.                | In<br>Ballast. | Total. | With<br>Cargoes.     | In<br>Ballast. |
| ...                          | 4              | 4      | ...                  | 1,415          | ...                             | ...            | ...    | ...                  | ...            |
|                              |                |        | Total.               |                |                                 |                |        | Total.               |                |
|                              |                |        | 1,415                |                |                                 |                |        | ...                  |                |
|                              |                |        | 66                   |                |                                 |                |        | ...                  |                |
| Countries whence<br>Arrived. |                |        | Value of<br>Cargoes. |                | Countries to<br>which Departed. |                |        | Value of<br>Cargoes. |                |
| Brazilian ports ...          |                |        | ...                  |                | ...                             |                |        | ...                  |                |

## No. II.—RETURN of British and Foreign Shipping at the Port of Ceará in the Year 1874.

| Entered.       |       |        |             |       |        |          |        |        |                           | Cleared.      |        |        |            |       |        |          |        |        |                           |
|----------------|-------|--------|-------------|-------|--------|----------|--------|--------|---------------------------|---------------|--------|--------|------------|-------|--------|----------|--------|--------|---------------------------|
| With Cargoes.  |       |        | In Ballast. |       |        | Total.   |        |        | Invoice Value of Cargoes. | With Cargoes. |        |        | n Ballast. |       |        | Total.   |        |        | Invoice Value of Cargoes. |
| Vessels.       | Tons. | Crews. | Vessels.    | Tons. | Crews. | Vessels. | Tons.  | Crews. |                           | Vessels.      | Tons.  | Crews. | Vessels.   | Tons. | Crews. | Vessels. | Tons.  | Crews. |                           |
| British ...    | 28    | 21,828 | 901         | 4     | 1,415  | 66       | 23,243 | 967    | £ 498,720                 | 31            | 22,360 | 925    | 2          | 365   | 19     | 33       | 23,025 | 954    | £ 470,864                 |
| German ...     | 5     | 1,291  | 60          | 3     | 780    | 26       | 2,071  | 76     | 12,500                    | 5             | 1,224  | 48     | 3          | 847   | 23     | 8        | 2,071  | 76     | 94,357                    |
| American ...   | 2     | 363    | 16          | ...   | ...    | ...      | 363    | 16     | 6,500                     | 2             | 363    | 16     | ...        | ...   | ...    | 2        | 363    | 16     | 9,980                     |
| Dutch ...      | 2     | 376    | 7           | ...   | ...    | ...      | 376    | 7      | 3,400                     | ...           | ...    | ...    | ...        | ...   | ...    | 2        | 376    | 7      | ...                       |
| Danish ...     | 1     | 138    | 8           | ...   | ...    | ...      | 138    | 8      | 2,500                     | ...           | ...    | ...    | 1          | 138   | 8      | 1        | 138    | 8      | ...                       |
| Spanish ...    | 1     | 115    | 10          | ...   | ...    | ...      | 235    | 20     | 3,000                     | ...           | 115    | ...    | 1          | 120   | 10     | 2        | 235    | 20     | ...                       |
| Portuguese ... | 2     | 357    | 21          | ...   | ...    | ...      | 357    | 21     | 600                       | ...           | ...    | ...    | 2          | 357   | 21     | 2        | 357    | 21     | 2,305                     |
| Total ...      | 41    | 24,468 | 1,013       | 8     | 3,315  | 102      | 26,783 | 1,115  | 527,320                   | 39            | 24,362 | 1,009  | 11         | 2,203 | 93     | 50       | 26,565 | 1,102  | 577,506                   |



## MACEIO.

*Report by Vice-Consul Wuchner on the Trade and Commerce of Maceio for the Year 1874.*

RETURN of British Shipping at the Port of Maceio during the Year 1874.

*Direct Trade in British Vessels from and to Great Britain and British Colonies.*

| Entered.                 |                |        |                  |                |        | Cleared.                      |                |        |                  |                |        |
|--------------------------|----------------|--------|------------------|----------------|--------|-------------------------------|----------------|--------|------------------|----------------|--------|
| Total Number of Vessels. |                |        | Total Tonnage.   |                |        | Total Number of Vessels.      |                |        | Total Tonnage.   |                |        |
| With<br>Cargoes.         | In<br>Ballast. | Total. | With<br>Cargoes. | In<br>Ballast. | Total. | With<br>Cargoes.              | In<br>Ballast. | Total. | With<br>Cargoes. | In<br>Ballast. | Total. |
| 3                        | 31             | 34     | 597              | 17,196         | 17,793 | 33                            | 1              | 34     | 17,536           | 257            | 17,793 |
|                          |                |        |                  |                |        | Total<br>Value of<br>Cargoes. |                |        |                  |                |        |
|                          |                |        |                  |                |        | £ s. d.                       |                |        |                  |                |        |
|                          |                |        |                  |                |        | 10,014 14 2                   |                |        |                  |                |        |
|                          |                |        |                  |                |        | 564                           |                |        |                  |                |        |
|                          |                |        |                  |                |        | 17,196                        |                |        |                  |                |        |
|                          |                |        |                  |                |        | 17,793                        |                |        |                  |                |        |
|                          |                |        |                  |                |        | 597                           |                |        |                  |                |        |
|                          |                |        |                  |                |        | 34                            |                |        |                  |                |        |
|                          |                |        |                  |                |        | 33                            |                |        |                  |                |        |
|                          |                |        |                  |                |        | 1                             |                |        |                  |                |        |
|                          |                |        |                  |                |        | 34                            |                |        |                  |                |        |
|                          |                |        |                  |                |        | 17,536                        |                |        |                  |                |        |
|                          |                |        |                  |                |        | 257                           |                |        |                  |                |        |
|                          |                |        |                  |                |        | 17,793                        |                |        |                  |                |        |
|                          |                |        |                  |                |        | 556                           |                |        |                  |                |        |
|                          |                |        |                  |                |        | £                             |                |        |                  |                |        |
|                          |                |        |                  |                |        | 397,330                       |                |        |                  |                |        |

*Indirect or Carrying Trade in British Vessels from and to other Countries.*

No entries.

## EXPORTS in British Vessels from Port of Maccio during the Year 1874.

| Number. | Ship's Name.       | Tonnage. | Destination. | Sugar.      | Cotton. |
|---------|--------------------|----------|--------------|-------------|---------|
|         |                    |          |              | Bags.       | Bags.   |
| 1       | Woorton .. ..      | 227      | Channel ..   | 4,061       | ..      |
| 2       | Lothrie .. ..      | 279      | Liverpool .. | 1,320       | 1,470   |
| 3       | Bernicia .. ..     | 247      | Channel ..   | 6,000       | ..      |
| 4       | Jessie .. ..       | 434      | Liverpool .. | 2,003       | 2,405   |
| 5       | Hundreth .. ..     | 190      | Channel ..   | 4,850       | ..      |
| 6       | Moorhill .. ..     | 484      | Liverpool .. | 1,896       | 2,459   |
| 7       | Jura .. ..         | 256      | ..           | In ballast. | ..      |
| 8       | Duesbury .. ..     | 349      | Liverpool .. | 1,349       | 1,783   |
| 9       | Rebecca .. ..      | 171      | Channel ..   | 3,400       | ..      |
| 10      | Mary .. ..         | 511      | Liverpool .. | 3,802       | 2,618   |
| 11      | Ardour .. ..       | 263      | Channel ..   | 5,771       | ..      |
| 12      | Donati, s.s. ..    | 804      | Liverpool .. | 2,741       | 1,345   |
| 13      | Violet, s.s. ..    | 975      | " ..         | ..          | 1,459   |
| 14      | Montego .. ..      | 316      | " ..         | 2,011       | 1,811   |
| 15      | Ilva .. ..         | 302      | Channel ..   | 7,200       | ..      |
| 16      | Assyrian .. ..     | 297      | " ..         | 7,296       | ..      |
| 17      | Brothers .. ..     | 173      | " ..         | 3,569       | ..      |
| 18      | Scotia .. ..       | 170      | " ..         | 3,717       | ..      |
| 19      | Astarte, s.s. ..   | 863      | Liverpool .. | ..          | 3,336   |
| 20      | Kepler, s.s. ..    | 1,759    | " ..         | 1,665       | 4,295   |
| 21      | Annie Frost ..     | 1,236    | " ..         | ..          | 6,648   |
| 22      | Innisfail .. ..    | 199      | Channel ..   | 4,700       | ..      |
| 23      | Belgie, s.s. ..    | 1,716    | Liverpool .. | ..          | 1,829   |
| 24      | Delambri, s.s. ..  | 988      | " ..         | 10,381      | 3,071   |
| 25      | Lusa .. ..         | 268      | Channel ..   | 4,800       | ..      |
| 26      | Eliza .. ..        | 217      | " ..         | 5,328       | ..      |
| 27      | Monarch .. ..      | 310      | Liverpool .. | 3,600       | 1,456   |
| 28      | Bernard, s.s. ..   | 577      | " ..         | ..          | 3,250   |
| 29      | Blaney Brothers .. | 322      | Montreal ..  | 7,139       | ..      |
| 30      | Annesley .. ..     | 951      | Liverpool .. | 5,000       | 5,000   |
| 31      | Sanspareil .. ..   | 1,180    | " ..         | 5,000       | 5,795   |
| 32      | Honduras .. ..     | 314      | " ..         | 2,500       | 2,074   |
| 33      | Endymion .. ..     | 251      | " ..         | 3,938       | 863     |
| 34      | Annie McJannet ..  | 219      | Channel ..   | 5,364       | ..      |
|         | Total .. ..        | ..       | ..           | 119,701     | 52,467  |



EXPORTS from the Port of Maceio in Foreign Ships during the Year 1874.

| Number. | Name of Ship.  | Tonnage. | Destination.  | Sugar. | Cotton. | Flag.        |                           |
|---------|----------------|----------|---------------|--------|---------|--------------|---------------------------|
|         |                |          |               | Bags.  | Bags.   |              |                           |
| 1       | Vanda ...      | 400      | Lisbon ...    | 2,146  | ...     | Portuguese   | 3,027 hides<br>dry salted |
| 2       | Huntley Berner | 546      | Liverpool ... | 2,616  | 2,505   | North German |                           |
| 3       | Collega ...    | 242      | " ...         | 1,100  | 1,074   | Norwegian    |                           |
| 4       | Trygoe ...     | 216      | Channel ...   | 4,400  | ...     | "            |                           |
| 5       | Cyena de Voga  | 380      | " ...         | 2,840  | ...     | Portuguese   |                           |
| 6       | Catharina      | 106      | " ...         | 4,500  | ...     | North German |                           |
| 7       | Ceres          | 454      | Liverpool ... | 1,096  | 1,600   | Swedish      |                           |
| 8       | Augusta        | 250      | Portland ...  | 6,560  | ...     | "            |                           |
| 9       | Alpha ...      | 375      | Liverpool ... | 1,304  | 1,685   | "            |                           |
| 10      | Anna ...       | 200      | Channel ...   | 4,100  | ...     | Dutch        |                           |
| 11      | Africa ...     | 568      | Liverpool ... | 3,000  | 2,595   | Portuguese   |                           |
| 12      | J. M. Wirwell  | 200      | " ...         | ...    | 1,980   | American     |                           |
| 13      | Belfort ...    | 390      | " ...         | 2,495  | 1,713   | French       |                           |
| 14      | Lola ...       | 300      | " ...         | ...    | 2,734   | Argentine    |                           |
| 15      | Thalia ...     | 401      | " ...         | 3,227  | 1,868   | Spanish      |                           |
| 16      | Teresina       | 437      | " ...         | 3,506  | 1,670   | Italian      |                           |
|         |                |          |               | 42,890 | 19,424  |              |                           |

|                 |     |     |     |     |     |     |    |
|-----------------|-----|-----|-----|-----|-----|-----|----|
| Portuguese ...  | ... | ... | ... | ... | ... | ... | 3  |
| North German... | ... | ... | ... | ... | ... | ... | 2  |
| Norwegian       | ... | ... | ... | ... | ... | ... | 2  |
| Swedish ...     | ... | ... | ... | ... | ... | ... | 3  |
| Dutch ...       | ... | ... | ... | ... | ... | ... | 1  |
| American        | ... | ... | ... | ... | ... | ... | 1  |
| French ...      | ... | ... | ... | ... | ... | ... | 1  |
| Argentine       | ... | ... | ... | ... | ... | ... | 1  |
| Spanish ...     | ... | ... | ... | ... | ... | ... | 1  |
| Italian ...     | ... | ... | ... | ... | ... | ... | 1  |
| Total           | ... | ... | ... | ... | ... | ... | 16 |

VALUE of Exports from the Port of Maceio in the Year 1874.

|   | Value.<br>Reis. | Exchange, 2s. 2d.<br>£ s. d. |
|---|-----------------|------------------------------|
| In 34 British ships—  |                 |                              |
| 119,701 bags of sugar averaging 85 kilos., at<br>1\$950 reis per 15 kilos. .. ..  | 1,322,696\$050  | = 143,292 1 6                |
| 52,467 bags of cotton, averaging 80 kilos., at<br>8\$400 reis per 15 kilos. .. .. | 2,350,521 600   | 254,639 9 8                  |
| In 16 foreign ships—  |                 |                              |
| 42,890 bags of sugar averaging 85 kilos., at<br>1\$950 reis per 15 kilos. .. ..   | 473,934 500     | 51,342 18 1                  |
| 19,424 bags of cotton averaging 80 kilos., at<br>8\$400 reis per 15 kilos. .. ..  | 870,195 200     | 94,271 2 11                  |
|   | £ s. d.         |                              |
| Total value of sugar exported .. ..   | 194,634 19 7    |                              |
| „ cotton „ .. ..  | 348,910 12 7    |                              |
| Total .. ..   | 543,545 12 2    |                              |

VALUE of Imports at the Port of Maceio in the Year 1874.

|  | Value.<br>Reis. | Exchange, 2s. 2d.<br>£ s. d. |
|--|-----------------|------------------------------|
| In 3 British ships—                                  |                 |                              |
| 8,727 barrels of codfish, at 15\$000 reis per barrel | 130,905\$000    | = 14,181 7 6                 |

Maceio, December 31, 1874.

## PARAIBA.

*Report by Vice-Consul Shalders on the Trade and Commerce of Paraiba for the Year 1874.*

**No. I.—RETURN of British Shipping at the Port of Paraiba in the Year 1874.**

*Direct Trade in British Vessels from and to Great Britain and British Colonies.*

| Entered.                 |             |        |                |             | Cleared. |                            |             |        |                         |
|--------------------------|-------------|--------|----------------|-------------|----------|----------------------------|-------------|--------|-------------------------|
| Total Number of Vessels. |             |        | Total Tonnage. |             |          | Total Number of Vessels.   |             |        | Total Value of Cargoes. |
| With Cargoes.            | In Ballast. | Total. | With Cargoes.  | In Ballast. | Total.   | With Cargoes.              | In Ballast. | Total. |                         |
| ...                      | 1           | 1      | ...            | 211         | 211      | 23, including 2 to Channel | ...         | 8,946  | £ 206,749               |
|                          |             |        |                |             |          |                            |             |        |                         |

*Indirect or Carrying Trade in British Vessels from and to other Countries.*

| Entered.                  |     |                    |             |        |          |        | Cleared.                     |     |                    |             |        |                  |                   |
|---------------------------|-----|--------------------|-------------|--------|----------|--------|------------------------------|-----|--------------------|-------------|--------|------------------|-------------------|
| Countries whence Arrived. |     | Number of Vessels. |             |        | Tonnage. |        | Countries to which Departed. |     | Number of Vessels. |             |        | Number of Crews. | Value of Cargoes. |
|                           |     | With Cargoes.      | In Ballast. | Total. |          |        |                              |     | With Cargoes.      | In Ballast. | Total. |                  |                   |
| Bahia                     | ... | ...                | 4           | 4      | 1,337    | 1,337  | Channel                      | ... | 2                  | ...         | ...    | 20               | £ 8,365           |
| Ruenos Ayres              | ... | ...                | 1           | 1      | 381      | 381    |                              |     |                    |             |        |                  |                   |
| Monte Video               | ... | ...                | 2           | 2      | 841      | 841    |                              |     |                    |             |        |                  |                   |
| Perambuco                 | ... | ...                | 12          | 12     | 3,478    | 3,478  |                              |     |                    |             |        |                  |                   |
| Rio de Janeiro            | ... | ...                | 10          | 10     | 3,549    | 3,549  |                              |     |                    |             |        |                  |                   |
| Santos                    | ... | ...                | 2           | 2      | 634      | 634    |                              |     |                    |             |        |                  |                   |
| Total                     | ... | ...                | 31          | 31     | 10,220   | 10,220 | Total                        | ... | 2                  | ...         | 377    | 20               | 8,366             |



## No. III.—RETURN of the Foreign Shipping engaged in the Direct and Indirect Trade at the Port of Paraiba, in the Year 1874.

| Entered.                |               |       |                 | Cleared. |       |                         |        |
|-------------------------|---------------|-------|-----------------|----------|-------|-------------------------|--------|
| Nationality of Vessels. | Direct Trade. |       | Indirect Trade. | Total.   |       | Nationality of Vessels. | Total. |
|                         | Vessels.      | Tons. |                 | Vessels. | Tons. |                         |        |
| Austrian ..             | ..            | ..    | 222             | 1        | 222   | ..                      | 222    |
| Danish ..               | ..            | ..    | 679             | 1        | 359   | ..                      | 359    |
| Dutch ..                | ..            | ..    | 243             | 1        | 243   | ..                      | 243    |
| French ..               | ..            | ..    | 1,396           | 2        | 592   | ..                      | 592    |
| German ..               | ..            | ..    | 609             | 3        | 609   | ..                      | 609    |
| Greek ..                | ..            | ..    | 507             | 2        | 507   | ..                      | 507    |
| Portuguese ..           | ..            | ..    | 3,436           | 4        | 1,989 | ..                      | 1,989  |
| Russian ..              | ..            | ..    | 198             | 1        | 198   | ..                      | 198    |
| Swedish ..              | ..            | ..    | 373             | 1        | 373   | ..                      | 373    |
| Spanish ..              | ..            | ..    | 1,093           | 3        | 1,093 | ..                      | 1,093  |
| Total ..                | ..            | ..    | 8,756           | 19       | 6,185 | ..                      | 6,185  |

## PERNAMBUCO.

*Report by Acting-Consul Corfield on the Trade and Commerce of  
Pernambuco for the Year 1874.*

## NAVIGATION AND TRADE.

THE following tables show the movement of navigation and the amount of trade at this port during the financial years 1872-1873 and 1873-1874:—



## RETURN of British Shipping at the Port of Pernambuco during the Financial Year ending June 30, 1874.

*Direct Trade in British Vessels from and to Great Britain and British Colonies.*

| Entered.                 |             |                |                        | Cleared.                 |         |                         |             |
|--------------------------|-------------|----------------|------------------------|--------------------------|---------|-------------------------|-------------|
| Total Number of Vessels. |             | Total Tonnage. |                        | Total Number of Vessels. |         | Total Tonnage.          |             |
| With Cargoes.            | In Ballast. | Total.         | With Cargoes.          | In Ballast.              | Total.  | With Cargoes.           | In Ballast. |
| 173                      | 1           | 174            | 119,974                | 232                      | 120,206 | 151                     | 8           |
|                          |             |                | Total Number of Crews. |                          |         | Total Value of Cargoes. |             |
|                          |             |                | 6,096                  |                          |         | 152,157                 |             |
|                          |             |                |                        |                          |         | 7,660                   |             |
|                          |             |                |                        |                          |         | ...                     |             |

*Indirect or Carrying Trade in British Vessels from and to other Countries.*

| Entered.                  |             |          |               | Cleared.                     |        |               |             |
|---------------------------|-------------|----------|---------------|------------------------------|--------|---------------|-------------|
| Number of Vessels.        |             | Tonnage. |               | Number of Vessels.           |        | Tonnage.      |             |
| With Cargoes.             | In Ballast. | Total.   | With Cargoes. | In Ballast.                  | Total. | With Cargoes. | In Ballast. |
| Countries whence Arrived. |             |          |               | Countries to which Departed. |        |               |             |
| United States             | 16          | 16       | 5,483         | River Plate                  | ...    | 14            | 19,010      |
| River Plate               | 13          | 14       | 21,916        | Chile                        | 1      | 1             | 340         |
| Germany                   | 1           | 1        | 370           | United States                | ...    | 37            | 11,666      |
| Austria                   | 6           | 6        | 1,482         | Germany                      | ...    | 2             | 849         |
| Belgium                   | 1           | 1        | 192           | Spain                        | ...    | 4             | 1,295       |
| Peru                      | 22          | 22       | 36,442        | Holland                      | ...    | 1             | 248         |
| Italy                     | 1           | 1        | 189           | Russia                       | ...    | 2             | 777         |
| Total                     | 60          | 61       | 65,702        | Total                        | ...    | 62            | 34,185      |
|                           |             |          | Total.        |                              |        | 9,225         |             |
|                           |             |          | 3,719         |                              |        | ...           |             |

The foregoing table does not exhibit the number of British vessels entered and cleared from and to Brazilian ports; neither are 22 mail steamers of the Liverpool Pacific Steam Navigation Company calling at this port on their voyage to Peru included.



## RETURN of British and Foreign Shipping at the Port of Pernambuco, during the Financial Year ending June 30, 1873.

| Nationality.    | Vessels Entered.   |        |        | Vessels Cleared.   |        |        | Value of Imports. | Value of Exports. |
|-----------------|--------------------|--------|--------|--------------------|--------|--------|-------------------|-------------------|
|                 | Sailing.           |        | Steam. | Sailing.           |        | Steam. |                   |                   |
|                 | Number of Vessels. | Tons.  |        | Number of Vessels. | Tons.  |        |                   |                   |
| British..       | 204                | 57,187 | 71     | 212                | 60,425 | 66     | £ 1,859,736       | £ 1,240,650       |
| Austrian        | 5                  | 1,881  | ..     | 9                  | 3,938  | ..     | 5,570             | ..                |
| Argentine       | 1                  | 417    | ..     | 1                  | 267    | ..     | 74,232            | 346,304           |
| Brazilian       | 9                  | 2,788  | ..     | 22                 | 6,310  | ..     | 13,514            | ..                |
| Danish..        | 7                  | 2,237  | ..     | 4                  | 1,507  | ..     | ..                | ..                |
| Dutch..         | 15                 | 3,679  | ..     | 10                 | 2,437  | ..     | 83                | ..                |
| French..        | 34                 | 12,443 | 27     | 30                 | 12,255 | 28     | 431,725           | 142,809           |
| German          | 48                 | 13,020 | ..     | 41                 | 14,765 | ..     | 102,705           | 53,425            |
| Italian..       | 6                  | 2,534  | ..     | 3                  | 1,861  | ..     | 2,008             | ..                |
| Norwegian       | 6                  | 1,881  | ..     | 4                  | 1,472  | ..     | ..                | ..                |
| Portuguese      | 33                 | 10,387 | ..     | 43                 | 17,985 | ..     | 151,721           | 261,806           |
| Russian         | 1                  | 361    | ..     | 1                  | 356    | ..     | ..                | 9,727             |
| Spanish         | 49                 | 10,075 | ..     | 44                 | 9,139  | ..     | 18,498            | 106,193           |
| Swedish         | 4                  | 1,259  | ..     | 6                  | 2,833  | ..     | ..                | 10,088            |
| United States.. | 15                 | 4,532  | 13     | 10                 | 2,793  | 12     | 174,720           | 296,073           |
| Total           | 233                | ..     | 111    | 228                | ..     | 106    | 2,889,050         | 2,546,254         |

The British shipping in the above table is from from January 1 to December 31, 1873.

The foregoing tables disclose a falling-off in British tonnage, although the totals manifest an increase of shipping at this Port. The most obvious conclusion to be accepted from this fact is, that foreigners are now better able to compete with us. Foreign vessels getting freights at British ports seem to be on the increase.

## TRADE AND COMMERCE.

EXPORTS from the Port of Pernambuco during the Financial Year ending June 30, 1874.

| Destination.               | Cotton.    |               | Sugar.     |               | Spirits (Canna). |             |
|----------------------------|------------|---------------|------------|---------------|------------------|-------------|
|                            | Quantity.  | Value.        | Quantity.  | Value.        | Quantity.        | Value.      |
|                            | Kilos.     | Reis.         | Kilos.     | Reis.         | Litros.          | Reis.       |
| Great Britain .. ..        | 7,952,909  | 3,917,887,989 | 42,928,845 | 4,520,795,890 | 40               | 68,234      |
| Germany .. ..              | 228,465    | 118,021 334   | ..         | ..            | 50               | 7 645       |
| Argentine Confederation .. | ..         | ..            | 9,161,891  | 1,544,730 601 | 1,603,848        | 210,533 600 |
| Chile .. ..                | ..         | ..            | 713,600    | 128,448 000   | ..               | ..          |
| United States .. ..        | ..         | ..            | 13,534,266 | 1,423,525 867 | ..               | ..          |
| Uruguay, or Oriental State | ..         | ..            | 672,541    | 124,204 934   | 68               | 9 445       |
| France .. ..               | 938,201    | 425,999 667   | 915,360    | 107,811 145   | 3,578            | 501 500     |
| Spain .. ..                | 1,533,846  | 750,572 112   | ..         | ..            | ..               | ..          |
| Italy .. ..                | ..         | ..            | ..         | ..            | ..               | ..          |
| Portugal .. ..             | 876,047    | 420,239 134   | 12,708,777 | 1,680,999 857 | 227,400          | 31,468 300  |
| Baltic ports .. ..         | 457,834    | 245,401 256   | ..         | ..            | ..               | ..          |
| Russia .. ..               | 305,881    | 147,855 834   | ..         | ..            | ..               | ..          |
| Total .. ..                | 12,293,183 | 6,025,977 326 | 80,683,280 | 9,530,515 794 | 1,834,991        | 242,526 724 |

| Destination.                 | Hides, Dried, Tanned,<br>and Salted. |             | Molasses. |           | Sundries.  |            | Total Value<br>of<br>Exports. | Total Values<br>in<br>Currency. | Total<br>Values in<br>Sterling. |
|------------------------------|--------------------------------------|-------------|-----------|-----------|------------|------------|-------------------------------|---------------------------------|---------------------------------|
|                              | Quantity.                            | Value.      | Quantity. | Value.    | Value.     | Value.     |                               |                                 |                                 |
|                              | Kilos.                               | Reis.       | Litros.   | Reis.     | Reis.      | Reis.      |                               | Reis.                           | £                               |
| Great Britain .. ..          | 107,390                              | 46,336,734  | ..        | ..        | ..         | 11,392,982 |                               | 8,497,419,823                   | 849,742                         |
| Germany .. ..                | 90,852                               | 34,807,434  | ..        | ..        | ..         | 275,189    |                               | 153,111,602                     | 15,311                          |
| Argentine Confederation ..   | ..                                   | ..          | 3,920     | 164,8500  | ..         | 2,245,101  |                               | 1,757,673,802                   | 175,767                         |
| Chile .. ..                  | ..                                   | ..          | ..        | ..        | ..         | ..         |                               | 128,448,000                     | 12,845                          |
| United States .. ..          | ..                                   | ..          | ..        | ..        | ..         | 577,012    |                               | 1,424,102,379                   | 142,410                         |
| Uruguay, or Oriental State.. | ..                                   | ..          | ..        | ..        | ..         | 175,500    |                               | 124,390,879                     | 12,439                          |
| France .. ..                 | 871,414                              | 346,725,823 | ..        | ..        | ..         | 7,255,225  |                               | 888,294,860                     | 88,294                          |
| Spain .. ..                  | 1,225                                | 624,745     | ..        | ..        | ..         | 96,000     |                               | 751,292,837                     | 75,129                          |
| Italy .. ..                  | ..                                   | ..          | ..        | ..        | ..         | 53,312     |                               | 53,312                          | 5                               |
| Portugal .. ..               | 608,263                              | 350,577,201 | 188,356   | 9,412,800 | ..         | 26,400,301 |                               | 2,519,097,593                   | 251,910                         |
| Baltic ports .. ..           | ..                                   | ..          | ..        | ..        | ..         | ..         |                               | 245,401,256                     | 24,540                          |
| Russia .. ..                 | ..                                   | ..          | ..        | ..        | ..         | ..         |                               | 147,855,834                     | 14,786                          |
| Total .. ..                  | 1,679,644                            | 779,071,937 | 192,276   | 9,577,800 | 48,472,622 |            | 1,407,259,050                 | 16,637,141,703                  | 1,663,714                       |



EXPORTS from the Port of Pernambuco during the Financial Year ending June 30, 1874.

| Destination.            | Cotton.    |                    | Sugar.            |                    | Spirits (Canna). |             | Hides, Dried, Tanned, and Salted. |                  | Molasses.      |                | Sundries.       |                      | Total Value of Export Duty. | Total Values in Currency. | Total Values in Sterling. |
|-------------------------|------------|--------------------|-------------------|--------------------|------------------|-------------|-----------------------------------|------------------|----------------|----------------|-----------------|----------------------|-----------------------------|---------------------------|---------------------------|
|                         | Quantity.  | Value.             | Quantity.         | Value.             | Quantity.        | Value.      | Quantity.                         | Value.           | Quantity.      | Value.         | Value.          | Value.               |                             |                           |                           |
| Great Britain           | 9,855,486  | Milreis. 5,665,233 | Kilos. 47,677,247 | Milreis. 6,576,677 | Litros. 152      | Milreis. 36 | Kilos. 276,417                    | Milreis. 149,134 | Litros. 21,043 | Milreis. 1,105 | Milreis. 14,317 | Milreis. 12,406,502  |                             | 1,240,650                 | £                         |
| Germany                 | 881,308    | 517,883            | 386               | 72                 | 189              | 30          | 20,065                            | 16,236           | ...            | ...            | 30              | 534,251              |                             | 53,425                    |                           |
| Argentine Confederation | 3,679      | 662                | 14,751,093        | 3,205,408          | 1,824,587        | 253,846     | ...                               | ...              | ...            | ...            | 3,128           | 3,463,044            |                             | 346,304                   |                           |
| Chile                   | ...        | ...                | 1,662,375         | 342,281            | ...              | ...         | ...                               | ...              | ...            | ...            | ...             | 342,231              |                             | 34,223                    |                           |
| United States           | 7,230      | 3,304              | 20,579,063        | 2,956,320          | ...              | ...         | ...                               | ...              | ...            | ...            | 15              | 2,960,739            |                             | 296,073                   |                           |
| Uruguay                 | ...        | ...                | 222               | 55                 | 1,950            | 268         | ...                               | ...              | ...            | ...            | 338             | 661                  |                             | 66                        |                           |
| France                  | 1,215,641  | 728,537            | 2,723,780         | 379,852            | 357              | 49          | 640,198                           | 314,847          | ...            | ...            | 4,810           | 1,428,095            |                             | 142,809                   |                           |
| Spain                   | 1,929,463  | 1,061,908          | ...               | ...                | ...              | ...         | ...                               | ...              | ...            | ...            | 27              | 1,061,935            |                             | 106,193                   |                           |
| Italy                   | ...        | ...                | ...               | ...                | ...              | ...         | ...                               | ...              | ...            | ...            | ...             | ...                  |                             | ...                       |                           |
| Portugal                | 460,038    | 284,670            | 10,048,766        | 1,670,257          | 172,373          | 23,948      | 789,238                           | 542,048          | 176,893        | 10,983         | 86,162          | 2,608,068            |                             | 261,806                   |                           |
| Baltic ports            | 753,871    | 448,000            | ...               | ...                | ...              | ...         | ...                               | ...              | ...            | ...            | ...             | 448,800              |                             | 44,800                    |                           |
| Russia                  | 142,219    | 97,275             | ...               | ...                | ...              | ...         | ...                               | ...              | ...            | ...            | ...             | 97,275               |                             | 9,727                     |                           |
| Sweden                  | ...        | ...                | ...               | ...                | ...              | ...         | 173,088                           | 100,887          | ...            | ...            | ...             | 100,887              |                             | 10,088                    |                           |
| Total                   | 15,248,931 | 8,808,077          | 97,442,932        | 15,131,426         | 1,999,607        | 273,179     | 1,899,056                         | 1,123,155        | 197,956        | 12,088         | ...             | 2,291,538 - £229,156 |                             | 2,546,254*                |                           |

\* Exchange 2s. per milreis.

The foregoing tables of the British and foreign shipping and exports for 1873 have been added in continuation of those of 1872, so as to afford those interested with successive information as to the trade of this port since the former report.

The following statements exhibit a considerable diminution in the quantity and value of exports during the last three financial years ending—

|            |    |    | £          |          | £         |               |
|------------|----|----|------------|----------|-----------|---------------|
| June, 1872 | .. | .. | 2,827,184, | of which | 1,427,978 | were British. |
| „ 1873     | .. | .. | 2,546,254  | „        | 1,249,650 | „             |
| „ 1874     | .. | .. | 1,663,714  | „        | 849,742   | „             |

This reduction does not arise from diminished cultivation of the two staple articles of produce in this part of Brazil, but it is to be explained by the multitude of circumstances which tend to oppress capital and enterprise in this country, through conditions which cannot be made evident to people who are happily living under a different state of civilization; only those who have ventured personally to undertake commercial and other pursuits here can have any conception of them.

There is a general duty of 9 per cent., and a provincial duty of 5 per cent., imposed upon exports, and the expense and trouble altogether is so great, that by the time the cotton reaches the purchaser, the cultivator has lost one bale in each horse-load of two bales that left his plantation. To this has to be added the low prices ruling in the home market as a cause for the decline of the exports.

The quantity and nature of the produce exported during the last three years' crop season, is as follows:—

| Dates.                                      | Dates.  | Sugar.       | Molasses.  | Hides.    |              |               |      | Rum.         | Export Duty.  |
|---|---------|--------------|------------|-----------|--------------|---------------|------|--------------|---|
|   |         |              |            | Dry Salt. | Half Tanned. | Green Salted. | Dry. |              |   |
| From October 1, 1871, to September 30, 1872 | 302,045 | Tons. 92,645 | Casks. 281 | 83,083    | 2,161        | 23,273        | 800  | Pipes. 5,719 | Sugar pays 9 per cent. on customs valuation and 90 reis per arroba (32 lbs.).             |
| From October 1, 1872, to September 30, 1873 | 176,259 | 107,355      | 1,509      | 92,611    | 11,400       | 25,264        | ...  | 8,118        | Hides pay 17 per cent. and 40 reis per arroba.  |
| From October 1, 1873, to September 30, 1874 | 153,518 | 92,290       | 427        | 75,673    | 26,197       | 27,074        | 798  | 7,478        | Rum pays 20 per cent. and 20 reis per canada (about 1 gall.), Other articles 14 per cent. |

| Articles.             | Weights and Measures. | Great Britain. |                 | Germany.  |             | Belgium.  |            | Chile.    |            | River Plate. |               | United States. |               |
|-----------------------|-----------------------|----------------|-----------------|-----------|-------------|-----------|------------|-----------|------------|--------------|---------------|----------------|---------------|
|                       |                       | Quantity.      | Value.          | Quantity. | Value.      | Quantity. | Value.     | Quantity. | Value.     | Quantity.    | Value.        | Quantity.      | Value.        |
| Oils                  | Litres                | 1,676          | Reis. 585 \$000 |           |             |           |            |           |            |              |               |                |               |
| Codfish               | Kilos.                | 6,150,718      | 615,918 716     | 8,393     | 847 \$033   | 1,188     | 118 \$900  | ...       | ...        | ...          | ...           | 842,888        | 106,382 \$366 |
| Beer and spirits...   | Litres                | 834,871        | 138,266 418     | 191,352   | 123,026 033 | 1,135     | 520 020    | ...       | ...        | ...          | 6 \$000       | ...            | ...           |
| Boots and shoes...    | Doz. pairs            | 5,572          | 112,099 100     |           |             |           |            | ...       | ...        | ...          | ...           | ...            | ...           |
| Salt dried beef       | Kilos.                | 20,491         | 17,401 766      | 104       | 802 599     | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| Coal                  | Tons                  | 36,490         | 578,704 000     | 90        | 2,446 500   | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| Hats                  | Dozen                 | 8,341          | 192,500 200     | 903       | 28,618 999  | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| Umbrellas             |                       | 1,249          | 54,155 866      | 133       | 3,948 000   | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| Leather and hides     | Kilos.                | 5,470          | 14,470 500      | 3,737     | 4,607 295   | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| Flour                 | "                     | 244,446        | 91,850 804      | 21,183    | 8,297 829   | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| Drugs                 | "                     | 90,215         | 8,112 240       | 286,001   | 23,533 680  | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| Ironmongery           | "                     | 5,622,492      | 580,544 149     | 56,106    | 48,894 211  | 12,783    | 4,864 799  | ...       | ...        | ...          | ...           | ...            | ...           |
| Iron and steel        | Dozen                 | 26,619         | 132,246 235     | 2,582     | 9,413 428   | 134       | 7,393 666  | ...       | ...        | ...          | ...           | ...            | ...           |
| Jewelry               | Kilos.                | 743,983        | 198,681 385     | 3,469     | 1,843 340   | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| "                     | Grams                 | 44,513         | 27,131 300      | 1,040     | 140 000     | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| "                     | Dozen                 | 261            | 131,476 040     | ...       | ...         | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| Glass and earthenware | Kilos.                | 702,026        | 235,607 472     | 109,281   | 29,188 656  | 11,443    | 1,907 166  | ...       | ...        | ...          | ...           | ...            | ...           |
| Machinery             | "                     | 73,459         | 675,013 270     | 86        | 2,050 940   | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| Butter and lard       | Kilos.                | 212,351        | 218,181 433     | 597       | 557 200     | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| Cotton goods          | "                     | 3,152,940      | 7,326,510 914   | 3,892     | 14,343 031  | 481       | 1,092 000  | ...       | ...        | ...          | ...           | ...            | ...           |
| "                     | Dozen                 | 38,277         | 136,742 966     | 8,753     | 15,960 133  | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| Linen goods           | Kilos.                | 965,613        | 904,174 414     | 64,902    | 40,009 531  | 611       | 1,333 166  | ...       | ...        | ...          | ...           | ...            | ...           |
| "                     | Dozen                 | 423            | 18,025 696      | ...       | ...         | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| Woollen goods         | Kilos.                | 123,822        | 623,458 804     | 3,389     | 8,127 665   | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| "                     | Dozen                 | 291            | 8,494 626       | 18        | 594 000     | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| Silk goods            | Kilos.                | 8,390          | 90,134 917      | 194       | 3,687 866   | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| "                     | Dozen                 | 32             | 3,021 250       | ...       | ...         | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| Paper &c.             | Kilos.                | 75,181         | 39,044 364      | 122,139   | 34,857 759  | 6,960     | 2,692 799  | ...       | ...        | ...          | ...           | ...            | ...           |
| Gunpowder             | "                     | 144,861        | 156,443 200     | ...       | ...         | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| Ready-made clothing   | "                     | 8,899          | 82,750 000      | ...       | ...         | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| "                     | Dozen                 | 8,834          | 103,898 090     | 120       | 1,832 000   | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| Salt                  | Kilos.                | 166,064        | 2,003 460       | 4,500     | 49 000      | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| "                     | Litres                | 22,223         | 7,024 456       | 25,396    | 8,391 056   | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| Wine                  | "                     | ...            | ...             | ...       | ...         | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| Rosin                 | "                     | ...            | ...             | ...       | ...         | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| Kerosine              | "                     | ...            | ...             | ...       | ...         | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| Miscellaneous         | "                     | ...            | ...             | ...       | ...         | ...       | ...        | ...       | ...        | ...          | ...           | ...            | ...           |
| Total values          |                       | ...            | 14,386,156 522  | ...       | 693,352 293 | ...       | 27,802 715 | ...       | 15,102 020 | ...          | 1,073,688 838 | ...            | 1,562,594 683 |

| Articles.                | Weights and Measur. | France.   |                   | Spain.    |            | Italy.    |           | Portugal. |                     | Austria.  |             | Total.         |
|--------------------------|---------------------|-----------|-------------------|-----------|------------|-----------|-----------|-----------|---------------------|-----------|-------------|----------------|
|                          |                     | Quantity. | Value.            | Quantity. | Value.     | Quantity. | Value.    | Quantity. | Value.              | Quantity. | Value.      |                |
| Oils ...                 | Litres ...          | 1,917     | Reis. 1,053 \$599 | ...       | Reis. ...  | ...       | Reis. ... | 214,488   | Reis. 121,342 \$433 | ...       | Reis. ...   | 122,941 \$332  |
| Codfish ...              | Kilos. ...          | 52,892    | 24,460 833        | 29        | 19 \$333   | ...       | ...       | 101,899   | 25,574 766          | ...       | ...         | 773,371 847    |
| Beer and spirits...      | Litres ...          | 12,723    | 940               | 69        | 82 800     | ...       | ...       | 6,950     | 4,371 172           | 322       | 289 \$800   | 299,833 383    |
| Boots and shoes...       | Doz. pairs ...      | 15,723    | 26,567 560        | ...       | ...        | ...       | ...       | 4,263     | 30,625 650          | ...       | ...         | 408,410 310    |
| Salt dried beef ...      | Kilos. ...          | 1,339     | 915               | ...       | ...        | 240       | 160 \$000 | 236,870   | 129,049 206         | ...       | ...         | 1,216,624 352  |
| Coal ...                 | Tons ...            | 32        | 1,080 640         | ...       | ...        | ...       | ...       | 10        | 200 000             | ...       | ...         | 58,284 140     |
| Hats ...                 | Dozen ...           | 6,881     | 146,036 915       | ...       | ...        | ...       | ...       | 1         | 504 899             | ...       | ...         | 367,661 013    |
| Umbrellas ...            | ...                 | 282       | 8,468 799         | ...       | ...        | ...       | ...       | 1         | 44 000              | ...       | ...         | 66,616 665     |
| Leather and hides        | Kilos. ...          | 31,732    | 63,207 325        | ...       | ...        | ...       | ...       | 1,208     | 1,422 500           | ...       | ...         | 83,831 130     |
| Drugs ...                | "                   | 71,979    | 66,867 833        | 264       | 704 000    | ...       | ...       | 31,366    | 24,587 547          | ...       | ...         | 213,160 873    |
| Flour ...                | "                   | 21,940    | 1,780 800         | 2,204     | 1,102 000  | ...       | ...       | 801       | 71 280              | ...       | ...         | 839,668 060    |
| Ironmongery ...          | "                   | 286,021   | 113,454 258       | ...       | ...        | ...       | ...       | 123,622   | 14,047 999          | 4,173,203 | 323,877 300 | 703,010 252    |
| Iron and steel ...       | Dozen ...           | 3,113     | 57,583 549        | 1,200     | 180 000    | ...       | ...       | 905       | 104 100             | 14,000    | 2,100 000   | 212,127 543    |
| Jewelry ...              | Kilos. ...          | 1,325     | 57,598 960        | ...       | ...        | ...       | ...       | 329       | 16,072 700          | ...       | ...         | 173,266 135    |
| "                        | Grains ...          | 152,290   | 38,278 550        | ...       | ...        | ...       | ...       | 142,630   | 755 000             | ...       | ...         | 100,852 960    |
| Glass and earthenware... | Dozen ...           | 1,161     | 68,232 530        | ...       | ...        | ...       | ...       | 98        | 8,774 515           | ...       | ...         | 190,909 500    |
| Machinery ...            | Kilos. ...          | 150,055   | 26,360 900        | ...       | ...        | ...       | ...       | 50,704    | 1,816 200           | ...       | ...         | 336,773 838    |
| Butter and lard ...      | "                   | 421,412   | 333,317 999       | ...       | ...        | ...       | ...       | 619       | 1,883 100           | ...       | ...         | 784,933 910    |
| Cotton goods ...         | Kilos. ...          | 83,974    | 390,075 885       | ...       | ...        | ...       | ...       | 5,111     | 3,919 832           | ...       | ...         | 682,089 764    |
| "                        | Dozen ...           | 17,126    | 65,735 398        | ...       | ...        | ...       | ...       | 833       | 422 700             | ...       | ...         | 7,700,988 661  |
| "                        | Kilos. ...          | 116,199   | 187,237 621       | ...       | ...        | ...       | ...       | 22        | 8,090 566           | ...       | ...         | 218,861 263    |
| Linen goods ...          | Dozen ...           | 98        | 1,397 132         | ...       | ...        | ...       | ...       | 9,237     | 14 000              | 418       | 333         | 1,143,666 164  |
| "                        | Kilos. ...          | 44,559    | 270,816 510       | ...       | ...        | ...       | ...       | 2         | 2,568 533           | ...       | ...         | 19,436 798     |
| Woolen goods ...         | Dozen ...           | 169       | 2,942 066         | ...       | ...        | ...       | ...       | 402       | 12,222 692          | ...       | ...         | 905,015 673    |
| "                        | Kilos. ...          | 6,592     | 182,242 313       | ...       | ...        | ...       | ...       | 18        | 6,578 399           | ...       | ...         | 282,695 495    |
| Silk goods ...           | Dozen ...           | 47        | 8,770 866         | ...       | ...        | ...       | ...       | 253       | 44 000              | 6,815     | 3,632 266   | 217,127 882    |
| "                        | Kilos. ...          | 302,403   | 126,110 924       | 2,763     | 1,188 299  | ...       | ...       | 1         | 6,590 565           | ...       | ...         | 11,836 116     |
| Paper, &c. ...           | "                   | 80        | 13,201 012        | ...       | ...        | ...       | ...       | ...       | 59                  | ...       | ...         | 66,470 762     |
| Gunpowder ...            | Dozen ...           | 1,438     | 90,518 142        | ...       | ...        | ...       | ...       | 7         | 1,432 000           | ...       | ...         | 107,680 232    |
| Ready-made clothing      | "                   | 3,572     | 4,255 000         | ...       | ...        | ...       | ...       | 23        | 4,277 690           | ...       | ...         | 10,585 150     |
| Salt ...                 | Kilos. ...          | 425,905   | 246,556 936       | 53,332    | 15,322 320 | ...       | ...       | 427,769   | 697,385 642         | ...       | ...         | 1,049,998 548  |
| Wine ...                 | Litres ...          | 759,340   | ...               | ...       | ...        | ...       | ...       | 2,275,698 | ...                 | ...       | ...         | 18,254 565     |
| Rosin ...                | Kilos. ...          | ...       | ...               | ...       | ...        | ...       | ...       | ...       | ...                 | ...       | ...         | 549,466 800    |
| Kerosine ...             | "                   | ...       | ...               | ...       | ...        | ...       | ...       | ...       | ...                 | ...       | ...         | 2,365,445 932  |
| Miscellaneous ...        | "                   | ...       | 578,362 701       | ...       | 3,012 582  | ...       | ...       | ...       | 607,866 367         | ...       | ...         | 23,474,374 741 |
| Total values             | ...                 | ...       | 3,535,073 641     | ...       | 21,669 151 | ...       | ...       | ...       | 1,753,463 913       | ...       | 350,098 699 | ...            |

TOTAL Amount of Duties levied during the Financial Year ending  
June, 1874.

|   | Currency.      | Sterling. |
|---|----------------|-----------|
|   | Réis.          | £         |
| Consumption duty .. .. .  | 6,115,739\$185 | 611,574   |
| 5 per cent. additional .. .. .  | 605,195 669    | 60,519    |
| Percentage on consumption duty .. .. .  | 1,959,807 315  | 195,981   |
| Expediente or clearance charge of 5 per cent. on<br>articles free from consumption duty .. .. . | 57,689 512     | 5,769     |
| Total .. .. .   | 8,738,431 681  | 873,843   |

Exchange, 2s. per milreis.

The heavy duties levied on imports which consist of nearly all the necessities of life, and many of which it might be supposed this country, which has been settled upwards of three centuries, should easily produce, render a bare livelihood here enormously expensive. The foregoing table shows that British productions have, up to within a few months past, been taxed with the heaviest duties, thus contributing a considerable part of the customs' revenue, the chief source from whence the public expenditure of the country is supported. The price of British importations being so heavily weighted, diminishes British trade considerably, as supply and demand must be thereby considerably limited. This diversified mode of levying duties has since been altered, and nearly all imports now pay, over and above the specific duty exacted on each article, a single charge of 40 per cent. upon the amount of the duty in lieu of the former method.

The following shows the total value of imports at Pernambuco during the last three financial years, and the large British proportion thereof, notwithstanding all the disadvantages inflicted.

Total value of imports:—

|         | £         | s. | d. |          | £         | s. | d. |               |
|---------|-----------|----|----|----------|-----------|----|----|---------------|
| 1872 .. | 2,234,874 | 0  | 0, | of which | 1,403,238 | 0  | 0  | were British. |
| 1873 .. | 2,889,047 | 15 | 5  | "        | 1,859,736 | 6  | 0  | "             |
| 1874 .. | 2,347,437 | 0  | 0  | "        | 1,438,615 | 0  | 0  | "             |

Exchange, 2s. per milreis.

The revenue produced at Pernambuco through the custom-house on imports and exports and other departments, reached the following sums from January to December each year:—

| Date. | By Custom-House,<br>for General<br>Government. | General Govern-<br>ment Tax<br>(Rendas Geraes). | Consulado, or<br>Provincial Tax<br>Office. | By Capatazia, or<br>Customs Wharfage<br>Tax. |
|-------|--|---|--|--|
|       | £  | £   | £  | £  |
| 1872  | 1,438,332                                      | 83,033  | 171,250                                    | 14,814 { Levied only<br>part of<br>year.     |
| 1873  | 1,198,713                                      | 80,466  | 163,042                                    | 21,786                                       |
| 1874  | 930,520  | 73,947  | 154,059                                    | 20,180                                       |



The total revenue of Brazil to meet expenses of general government is nearly 12,000,000*l.* sterling.

### TAXATION.

The double system of levying general and provincial export and import duties in this country cannot but be perplexing and burdensome upon trade, and consequently to the population in general. There is a great outcry against their heaviness and injustice.

The following are a few examples of the items of taxation in this province over and above the duties levied for the general Government, and enforced under the provincial budget of June 8, 1874:—

Cotton exported,  $3\frac{1}{2}$  per cent. (on official valuation or) Pauta.  
 Sugar, 4 per cent. (on official valuation or) Pauta.  
 Hides, 1\$000 reis each.  
 Other articles, 6 per cent. (on official valuation or) Pauta.  
 Slaves, exported, 100\$000 reis each.  
 Slave, sale of, 30\$000 reis each.  
 Cigars, 1\$000 reis per 1,000.  
 Vinegar, 9 reis per litre if consumed in the province.  
           " 5 reis per litre if exported.  
 Soap, 55 reis per kilo. if consumed in the province.  
 Codfish,  
 Jerked beef, } 4 reis per kilo. if imported for provincial consumption.  
 Flour,  
 Cattle, 2\$800 reis per head for consumption in any municipal district.  
 25 per cent. upon rent of any house containing stores, retail or wholesale shops, &c.  
 1 conto (100*l.*) upon any banking or discounting house.  
 2\$000 reis per ton upon craft employed in landing and discharging in ports, rivers, and on the coasts of the province.  
 Grass (fodder for horses), 8 per cent. upon the value of same sold within this town.  
 Pedlars, 1 conto each.  
 Coal sheds, 200\$000 reis each.  
 Insurance offices or agencies,  $1\frac{1}{2}$  contos each,

and so till scarcely anything is excepted. The answer to the complaints made is not that useless expenditure and costly projects will be avoided, but that the high revenue must be maintained, and if duties are removed in one direction they must be imposed in another. The Associação Commercial already mentioned protested against the consumption duties retained in this budget, the spirit and expression of which may be judged by the following extract:—"Why is it that on every side ruin is imminent? Agriculture dies for want of means, industry is at a stand, and trade, which lives by one and the other, sees an abyss open before it. Yet, under these circumstances, two things grow and increase, imposts and privileges, &c.

"These privileges multiply in flagrant violation of constitutional law and the principles of economical science. The public coffers which draw the sap from everything are in their turn also exhausted."

The Chamber also calls attention to the illegality of some of these provincial imposts, and when their complaint was at last noticed in the General Assembly, Visconde do Rio Branco, the President of the Cabinet and Minister of Finance, declared in his annual statement, "That the provincial assemblies, in their endeavour to raise their receipts, had invaded the attributes of the General Assembly, and in several instances have burdened national industries without taking into consideration their resources or the effects of the imposts which these industries pay to the State." But for all that they are continued, and

it would seem as if the central Government were powerless to prevent it. Besides this taxation there are municipal rates to pay, and these are numerous, so much so, that even the little stray Italian boys who arrive here and become shoeblacks for a living, have to pay a rate for being shoeblacks! None of the numerous idle native boys will condescend to be so useful.

#### LEGAL ADMINISTRATION.

The low condition to which the administration of justice has fallen can scarcely be conceived. Such is the expense and martyrdom endured by attempting to invoke the law for the protection of life and property, that stabbing, robbery, and other common forms of crime here are not unfrequently left alone rather than seek the aid of the immediate authority (a sub-delegado); but pent-up rage is soon manifested when favourable opportunity for terrible retaliation arrives. Capital offences are perhaps for this reason sadly in excess in the list of crime. Probably no people would be more submissive to authority and less given to setting aside the law than the population of this country generally, could they only have been nurtured and encouraged to rely on practical and faithful execution of justice; but a persistence in the opposite direction has produced insecurity and want of good faith between man and man.

The principles of recent legislation open the door for the escape of murderers, &c. Murderers and thieves, &c., cannot be arrested unless taken in the act, and if not, which is too often the case, these murderers may reasonably count upon impunity unless the victim's friends have funds and influence enough to prosecute—the only satisfaction left—by a regular action at law, which may last for years, and perhaps reduce them to beggary. Only a fortnight since two Englishmen, who were going home soberly and quietly at eight o'clock at night, after having visited their employer, who was sick, met with the following treatment in the street. As they were pursuing their way, suddenly a knot of three or four negroes or mulattos defiantly elbowed against one of the Englishman, who, surprised at such an unexpected proceeding, asked him what he meant. The answer, with a savage grin from one of them, was, "This is what I mean," and thrust a knife into his bowels, fortunately, as it has turned out, not fatally. The only remedy the one Englishman had was to get home with his companion without saying a word, and with no hope of redress except by instituting an action at law if he had the money! Death is one of the penalties still left in the code, but the sentence is nominal and is never executed. It is not rare to find monsters who have taken the lives of a number of people. Prison discipline is lax, and, so far as deterrent effects, is next to useless. From a statement published, it appears that on the 10th of October last there were seventy-two prisoners in the house of detention of this town, some of whom had been waiting for their trial more than two years, at an expense to the public for food of \$4923 p r day. Of these seventy-two prisoners, twenty-nine were in prison for murder and thirty-one for stabbing and attempting to kill! Thirty-five of these cases had been in hand only from January 1, 1874. The total number of prisoners at the same time in this house of detention was 328, which included twenty-four foreigners and forty-two slaves. It is pleasant to remark that in such a large number of criminals there were only ten

females. The average number daily of prisoners living throughout the year in this establishment is about 300.

The manner and circumstances attending the perpetration of some of the crimes is dreadful.

Indifference to human life, and the sacrifice of it for the merest trifle and the spirit of revenge, prevails in every direction, and scarcely a day passes without stabbing being reported. Of the thirty-six cases brought up for trial at the two courts held for the Pernambuco district on the 25th February and May last (which in all probability were some of the seventy-two prisoners already mentioned), twenty-three were acquitted, one slave, who was convicted of murder, was let off with fifty lashes, and six were postponed!

### POPULATION AND INDUSTRIES.

A writer on public instruction recently published the following:—  
“A few particulars taken from the official statistics reveal the cause of our moral and political depravity. In the statistics of six provinces public instruction will be found in this shameful state:—

|                        | Number of<br>Inhabitants. | Unable to read<br>or write.   | Attend<br>Schools. |
|------------------------|---------------------------|---|--------------------|
| Ceará .. ..            | 721,686                   | 642,079   | 15,420             |
| Rio Grande do Norte .. | 233,979                   | 194,450   | 4,711              |
| Alagoas .. ..          | 348,009                   | 270,408   | 9,483              |
| Spirito Santo .. ..    | 82,137                    | 49,747  | Not given.         |
| Matto Grosso .. ..     | 60,417                    | 49,495  | 1,219              |
| Parana .. ..           | 126,722                   | 94,898  | 4,424              |
| Pernambuco .. ..       | 1,200,000                 | The number of un-<br>alphabetos is not<br>given, but bears an<br>analogous propor-<br>tion to the rest. | 11,610             |
|                        |                           |   |                    |

“A country in which gross ignorance abounds to such an extent, is not in a position to have representative government, the democratic institution of trial by jury, or to expect to figure amongst civilized nations.”

The immense extent of territory, however, through which this population is scattered (the greater part of mixed Indian, negro, mulatto, semi-white, and Portuguese race), renders it very difficult to attempt to carry any instruction through the vast wilds and solitudes of which it principally consists. In the centres of population—the ports along the coast—great efforts are made in the setting up of schools. In this city they are numerous, and as a rule well attended. The teaching, especially for males, is under lay direction. The French language and literature meets with the greatest acceptance, especially with the better educated.

The contention between the church and freemasonry, the excommunication of the members of the craft, and the religious fraternities to which they belonged, and the closing of the churches with which they were associated, has awakened discussions connected not only with religious questions, but political speculation, portending an untr tranquil future. The Jesuits have been expelled, the bishop of the diocese has been tried before a lay tribunal and condemned to fine and imprison-

ment. The great innovation of a civil marriage law is now urged, and may probably be established.

The following is the return for the year ended December 31, 1874, of the asylums and other public institutions administered by the Santa Casa de Miserecordia of this town:—

*Hospital, Pedro II.*—December 31, 1873; 342 inmates; admissions during 1874, 2,554; deaths, 522; discharged, 1,997; remained, 397.

*Rota (or Foundling Receptacle).*—Inmates, 92; received, 5; 2 married; 2 died; 1 delivered to mother; remained, 92.

*Foundling Hospital.*—Children in training, inmates, 71; 31 received (expostos); 18 died; 4 given under contract to nurses; remained, 78.

*Lunatic Asylum.*—Inmates, 85; admissions, 55; discharged, 20; deaths, 22; remained, 98.

*Mendicity Asylum.*—Inmates, 105; admissions, 125; discharged, 57; absconded, 40; deaths, 27; remained, 106.

*Male Orphan School.*—Inmates, 89; admissions, 6; discharged, 42; remained, 53.

*Female Orphan School.*—Inmates, 154; admissions, 28; discharged, 25; deaths, 2; married, 1; remained, 154.

There are several other infirmaries and hospitals, such as the fine Portuguese hospital and the British hospital (for British seamen), all like the above, more or less well kept, and of great benefit to the great mass of the indigent and needy of this town.

In the interior of the province the population is chiefly occupied in the sugar and cotton plantations and cattle rearing. They derive nearly all the necessaries of life from this place. In this town there are no manufactures, so to speak, or any of the industrial occupations which produce an artizan and skilled population. The chief trades are carpenters, masons, bricklayers, timmen, jewellers, bakers, bullock drivers of dray carts, small shopkeepers, lightermen, &c.

The immense number of people without a trade or ostensible means of living is truly astonishing, and it would puzzle those who are unacquainted with their habits to know how they could keep their bodies alive; but a shelter in any corner will serve for a home at night, and a tour of the streets will provide a man or youth with an orange or some other fruit here, a handful of farina there, and four or five "vintems" (about 3d.) will provide a toothful of some sort of meal of codfish or jerked beef and a cigarette, with which he is quite content, and has time to discuss the most delicate problems of the day with his many other leisurely friends.

Some machinery was imported a little time since, I believe, from Belgium, which is now at work, and produces a coarse sort of sacking which is adapted for carrying sugar and grain. There are a few foundries, two of which (and the most important) are English. No mines exist, and no new sources of production or cultivation have been entered into, so sugar and cotton are the sole articles which maintain the province. Meantime the cost of living is so great as to make an income at home of 300*l.* a-year far more preferable without comparison to 600*l.* here, and that in a material point of view alone, without taking into consideration the advantages of civilized surroundings. Clothing and household necessities are extravagantly costly; provisions are scarce and dear for a new country like this; a few sorts of vegetables are to be obtained, but not in the abundance to be expected. The mass of the people instead are content with the "farinha," a meal made from the poisonous root of the *Mandioca* plant. In fine, with the exception of beef, pork, fowls, coffee, sugar, fruit, and vegetables, the oil,



vinegar, butter, lard, bacon, hams, candles, kerosene, codfish, jerked beef, tinned fish and meat, cheese, tea, wine, ale, spirits, &c., and nearly every necessary is imported. The foreign jerked beef and codfish is cheaper and more abundant than the fresh beef and pork daily provided in the market, and is therefore more consumed.

### PUBLIC WORKS.

The Western Brazilian Telegraph Company was established from this to Para on the 5th September, 1873, to Bahia on the 13th December, and to Rio de Janeiro on the 1st January, 1874. The Brazilian Submarine Telegraph Company's cable from Europe was established on 22nd June, 1874. The Drainage Company, also a British undertaking, has had to encounter the delays, vicissitudes, disputes, and other impediments which foreigners generally must experience who will invest their capital here. Complaints have been made that their works have not been good or sufficiently adapted; but if perfection has not been secured, houses are now supplied with necessities which before, to the horror of strangers, were wanting, and the abominable scenes and pestiferous infection of whole neighbourhoods now no longer occur.

Upon the invitation of the Brazilian Government, Sir John Hawkshaw and a staff of engineers visited this and several of the principal ports of Brazil during the past year, it is understood with a view to suggesting plans for their improvement. This port is in need of some important works, such as the deepening of the channel into the harbour, and the construction of repairing slips, docks, warehouses, &c.

The Limoeiro Railway, from the working of which great expectations are formed, is not yet begun. A company in London, it is said, has been formed, and the capital, something under 1,000,000*l.*, it is supposed raised. It is probable that as soon as the usual obstacles have been overcome it will be made, and open up a productive district about seventy-four miles distant in a westerly direction. A short land telegraph line from this to Maccio, distant 120 miles south, has also been opened under the auspices of the general Government.

There are projects for the extension of the Recife and San Francisco Railway from its terminus at Una on to the final and original destination, the River San Francisco, but nothing has been effected as yet.

A handsome and useful market has been constructed, and it is hoped will be ready some time this year. Such a place was badly wanted.

The theatre, which was destroyed by fire about seven years since, has been reconstructed, with improvements. Public funds have provided the means, and both undertakings have been in the hands of native contractors.

A new iron bridge, to connect S. Antonio, the central part of the town, with that on the mainland, Boa Vista, is being constructed by English contractors.

There are two English and one Belgian banking establishments in this town.

Ocean steam communication is increasing. The British line consists of two regular monthly royal mail packets, two cargo lines, and casual callers; French, one mail line from Bordeaux, and one from Havre; one American mail and one Portuguese line, each monthly.



TABLE showing the Rates of Exchange at the beginning of each month on London from July 1, 1873, to June 30, 1874, compiled from Official Quotations of Chamber of Commerce of Pernambuco.

| Date. |             |    |    |    |    | London.                              |
|-------|-------------|----|----|----|----|--------------------------------------|
| 1873. | July 1      | .. | .. | .. | .. | 25 $\frac{7}{8}$                     |
|       | August 1    | .. | .. | .. | .. | 25 $\frac{3}{4}$ to 25 $\frac{1}{2}$ |
|       | September 1 | .. | .. | .. | .. | 26                                   |
|       | October 1   | .. | .. | .. | .. | 26                                   |
|       | November 3  | .. | .. | .. | .. | 26 $\frac{1}{8}$                     |
|       | December 4  | .. | .. | .. | .. | 26 $\frac{1}{4}$ to 26 $\frac{3}{8}$ |
| 1874. | January 3   | .. | .. | .. | .. | 26 $\frac{1}{2}$                     |
|       | February 3  | .. | .. | .. | .. | 25 $\frac{7}{8}$ to 26               |
|       | March 2     | .. | .. | .. | .. | 26 26 $\frac{1}{8}$                  |
|       | April 1     | .. | .. | .. | .. | 26 26 $\frac{1}{8}$                  |
|       | May 1       | .. | .. | .. | .. | 25 $\frac{1}{2}$ 25 $\frac{3}{8}$    |
|       | June 1      | .. | .. | .. | .. | 25 $\frac{1}{8}$                     |

The above exchange refers to bank rates at ninety days.

The Brazilian currency may be said to consist entirely of paper, at par value of 2s. 3d. per milreis. There is, however, a small quantity of copper and nickel coinage in circulation, of 10, 20, 40, 100, and 200 reis pieces, which has been of great use to the small dealers and purchasers. The above table shows that during the year exchange never reached par, or 2s. 3d. It is in reality an advantage to the growers and dealers in produce that it should be lower than par, as when the rate is nominally in favour of Brazilian currency, purchasers cannot of course pay to planters and dealers as many milreis for a given quantity of sugar and cotton as if exchange were low, say 2s. Meantime the cost of labour, provisions, and all the necessities of life never diminishes, and so the domestic traffic of the country labours under serious obstacles.

The maintenance at a high rate of exchange of Brazilian paper currency may be of advantage to the Government for political ends, but it has proved highly prejudicial to the best interests of this province, in so far as it has reduced the value of agriculture (the main-spring of its existence) and contributed to produce an unsettled feeling in monetary transactions.

#### GENERAL REMARKS.

Recent legislation has made it probable that in sixty or seventy years, and possibly less time, there will be no slaves in Brazil. It is a notable fact that nearly all the slaves not born in Brazil and brought over from Africa, long for their freedom in order to get back to their own country; and although they may have been mere infants when made captives, they will work and toil to buy their freedom, which is permitted by law. During the last year the deportation and sale of slaves from the northern provinces to Rio de Janeiro and the provinces south of it, has increased to so serious an extent as to cause gloomy forebodings, and the probable abandonment of the plantations,

the sole resource of the country. Labour, together with finance, is thus become one of the most serious questions of the day throughout Brazil. As a remedy, great efforts have been made and much money wasted in trying to entice European immigration; the result of the experiment, so far as British subjects have been made to experience it, is too well known to particularize. I feel it to be my duty again to repeat the warning which I humbly ventured to give in my report for 1872. Since that report the attempt to introduce British and other immigrants has been attended with disaster.

The effort is still persevered in in another direction; the unsettled condition of the River Plate states has thrown hundreds of foreign settlers into destitution; these people have been persuaded to seek Brazil as the Land of Promise, and Brazilian agents have provided them with free passage to any of the Brazilian provinces each individual might select, not indiscriminately, but for those who could produce some evidence of character and occupation. Numbers of these immigrants, not fresh from Europe, but seasoned and perhaps too contaminated with the relaxed ways of these countries, have been landed at this port. No success has favoured the scheme at Pernambuco. This human importation has been compelled to resort to begging, and subscriptions even have been raised to enable these deluded wanderers to return to their native land. When credulity is so rampant even in the midst of the so called educated classes in England, for example, loan subscribers, &c., these people may well be excused for being carried away by the seductive representations of interested agents. England has vast colonies of her own unpeopled. Our superabundant population can there have full play and scope for indulging in all the masculine instincts of their race. They there become the law-givers, organizers, and possessors of the vast regions around them; they, in their own territory, have no other traditions, customs, language, religion, literature, instruction, taxation, than what is self-imposed; no police, judges, and magistrates, and rulers, than what is in conformity with their own ancient but time-honoured ideas of freedom and loyalty. In this country any British immigrants would find exactly the opposite conditions. He must prepare to abandon his nationality for himself and his offspring, must forsake the venerable associations and the traditions and history of his forefathers, and unlearn the experiences of his own former life. He must, instead, adopt those of a country ruled and governed under institutions of Portuguese origin, which will be hard for him however willing he may be to submit to them. He cannot hope to be one of the founders of a new nation, neither can he expect to correct the abuses and the strange but obnoxious practices that surround him. The question for the British emigrant is not solely that of climate and soil, but the far greater one of being the preserver and controller of his destinies, without transformation, under the system which has enabled his own countrymen to people, cultivate, and possess the waste regions of the earth, and where in a few short years he sees planted and thriving around him all the elements and latest products of a fertile civilization. Individual Englishmen may, in a course of years, conform themselves and become reconciled to a state of things which differs considerably from the amenities of a more perfect state of society, but it is doubtful if whole communities of our countrymen will do so.

It is satisfactory to state that during the past year yellow fever and small pox have been less intense.

The preceding remarks will, it is hoped, not be taken as emanating from an enemy of this country. The true friend and patriot of Brazil is he who finds out the truth, and by disclosing and not suppressing it, seeks to find the means of raising the country to real and not superficial equality with others.

Pernambuco, June 30, 1875.

## RIO GRANDE DO NORTE.

*Report by Vice-Consul Bolshaw on the Trade of Rio Grande do Norte, for the Year 1874.*

REGISTER of British Ships Entering the Port of Natal, Rio Grande do Norte, in the Year 1874.

| Name of Ship.         | Port of Registry. | Official Number. | Name of Master.   | Whence Coming.           | Whither Bound.               | Date of Arrival. | Date of Departure. |
|-----------------------|-------------------|------------------|-------------------|--------------------------|------------------------------|------------------|--------------------|
| Fleetwing ..          | Brixham ..        | 56,633           | F. Manley..       | Rio and Pernambuco       | Channel..                    | December 11      | 1874. January 10   |
| Sparkle ..            | Sunderland ..     | 54,886           | Thos. Pozer ..    | Liverpool ..             | " "                          | " 14             | February 5         |
| Dora.. ..             | London ..         | 45,798           | E. Le Gros ..     | Pernambuco ..            | " "                          | January 11       | " 14               |
| Marianne ..           | Liverpool ..      | 26,043           | G. R. Taylor ..   | Buenos Ayres ..          | " "                          | February 15      | March 3            |
| C.R.C. ..             | " "               | "                | J. Atkin ..       | Rio de Janeiro ..        | viâ Mussoro                  | " 7              | February 12        |
| Ann Wheaton ..        | Plymouth ..       | 53,055           | Alfred Once ..    | Pernambuco ..            | " "                          | " 13             | March 4            |
| Ocean Monarch ..      | Guernsey ..       | 56,372           | George Le Roy ..  | " "                      | " "                          | " 10             | " 10               |
| O. Blanchard ..       | Jersey ..         | 62,901           | George Le Brocq.. | " "                      | " "                          | " 16             | " 10               |
| Witch of the Teign .. | Teignmouth ..     | 20,979           | Stephen Goodman   | " "                      | " "                          | March 16         | April 28           |
| Mary ..               | Liverpool ..      | 36,825           | W. Bruman ..      | " "                      | " "                          | " 17             | " 10               |
| Minalto ..            | Swansea ..        | 28,153           | D. Morris ..      | " "                      | " "                          | " 25             | November 8         |
| Elлада ..             | London ..         | 50,914           | W. Johnstone ..   | Rio de Janeiro ..        | New York Channel, for orders | October 3        | " 18               |
| Ann Wheaton ..        | Plymouth ..       | 53,055           | E. Jones ..       | " "                      | " "                          | " 8              | " 30               |
| Jersey ..             | Liverpool ..      | 63,269           | W. H. Kidd ..     | Pernambuco ..            | " "                          | " 13             | December 7         |
| Gratia ..             | Silly ..          | 58,222           | G. Filmore ..     | Bahia ..                 | Liverpool Channel..          | " 13             | " 7                |
| Asteria ..            | Brixham ..        | 62,810           | W. H. Cox ..      | Rio de Janeiro ..        | " "                          | " 16             | " 8                |
| Mary Ann ..           | Newport ..        | 43,830           | John Dwyer ..     | " "                      | Liverpool Channel..          | " 17             | " 25               |
| Glide ..              | Brixham ..        | 51,331           | Edwin Hill ..     | " "                      | " "                          | " 18             | " 25               |
| Corsedito ..          | Dartmouth ..      | 9,477            | Henry Bale ..     | " "                      | " "                          | " 24             | " 8                |
| Dagmar ..             | London ..         | 53,674           | Thos. Jackson ..  | Santos ..                | " "                          | " 18             | " 9                |
| Agnes Brown ..        | Irvine ..         | 65,331           | Wm. Alexander ..  | Santos and Pernambuco .. | Liverpool Channel..          | December 24      | January 15         |
| Fet ..                | Guernsey ..       | 16,378           | W. Le Lachen ..   | Pernambuco ..            | " "                          | " "              | " "                |
| Edward Herbert ..     | Liverpool ..      | 1,798            | C. Ives ..        | Bahia ..                 | " "                          | " "              | " "                |
| Okenburg ..           | Salcombe ..       | 60,659           | R. Goodyear ..    | Pernambuco ..            | " "                          | " "              | " "                |
| Courier ..            | Newport ..        | 46,843           | T. A. Prewett ..  | " "                      | " "                          | " "              | " "                |

Rio Grande do Norte, January 1875.

## EQUATOR.

### GUAYAQUIL.

*Report by Vice-Consul Smith on the Commerce of the State of the Equator through the Port of Guayaquil during the Year 1874.*

#### TRADE AND COMMERCE.

FROM a combination of unfavourable circumstances, this year has been a most unfortunate one to the mercantile community. The heavy losses suffered by adverse market prices for produce in Europe in 1873, the excessive stocks of imported goods on hand, and the withdrawal of facilities by European firms through general want of confidence, occasioned by the suspension of firms in business connection with this coast, have obliged the merchants here to make ruinous sacrifices in order to meet their engagements in Europe, and the cocoa and india rubber crops not having nearly realized the amount that they should have done, owing to the unfavourable prices which continue to rule in Europe, there has been a large demand for drafts on London, increased by the prohibition to export silver maintained during the whole year by the Government. In consequence the rate of exchange for drafts at 90 days' sight on London, rose in July to the unprecedented premium of 62 per cent.

As is natural, the high rate of exchange encouraged smuggling, and the Bank of Ecuador, the only bank of emission here, became alarmed at finding its reserves diminishing, and cancelling all the credits advanced by it to the merchants, pressed the Government to pay the amount that they owed, and stopping all operations of discount, &c., succeeded in calling in a large number of their notes in circulation, thereby causing a great scarcity of a circulating medium.

The rate of discount rose to 2 per cent. per month, and sales of imported goods have from these causes been limited to the utmost.

The stocks on hand are still excessive, and I anticipate that the imports next year will be greatly reduced in comparison with what they have been for the last two years.



# RATES of Exchange for Drafts on London at 90 days' sight.

|            |             |    |    |    |    | Per cent.<br>Premium. |
|------------|-------------|----|----|----|----|-----------------------|
| On January | 9 ..        | .. | .. | .. | .. | 55                    |
| "          | 25 ..       | .. | .. | .. | .. | 58                    |
| February   | 9 ..        | .. | .. | .. | .. | 56                    |
| "          | 25 ..       | .. | .. | .. | .. | 50                    |
| March      | 9 ..        | .. | .. | .. | .. | 46                    |
| "          | 25 ..       | .. | .. | .. | .. | 50                    |
| April      | 9 ..        | .. | .. | .. | .. | 50                    |
| "          | 25 ..       | .. | .. | .. | .. | 52                    |
| May        | 9 ..        | .. | .. | .. | .. | 54                    |
| "          | 25 ..       | .. | .. | .. | .. | 59                    |
| June       | 9 ..        | .. | .. | .. | .. | 59                    |
| "          | 25 ..       | .. | .. | .. | .. | 60                    |
| July       | 9 ..        | .. | .. | .. | .. | 62                    |
| "          | 25 ..       | .. | .. | .. | .. | 40                    |
| August     | 9 ..        | .. | .. | .. | .. | 39                    |
| "          | 25 ..       | .. | .. | .. | .. | 40                    |
| September  | 9 and 25 .. | .. | .. | .. | .. | 40                    |
| October    | 9 and 25 .. | .. | .. | .. | .. | 40                    |
| November   | 9 and 25 .. | .. | .. | .. | .. | 40                    |
| December   | 9 and 25 .. | .. | .. | .. | .. | 40                    |

Or, say an average of 48 per cent. premium, which is equal to 2s. 8 $\frac{1}{2}$ d. per dol.

The Bank of Ecuador, in union with two of the principal business firms here, lowered the rate of exchange on the 25th of July to 40 per cent. premium, in order to stop the drain on its silver coin for clandestine export, and they have maintained the same rate to the end of the year.

*Bank of Ecuador.*—The nominal capital of this bank is 1,000,000 dol., of which only 700,000 dol. is paid up. The amount of notes in circulation at the

|                               |    |    |    |    | Dollars.  |
|-------------------------------|----|----|----|----|-----------|
| End of 1873 was               | .. | .. | .. | .. | 2,040,773 |
| " 1874 ..                     | .. | .. | .. | .. | 1,289,624 |
| Decrease of notes circulating |    |    |    |    | 751,149   |

The bank had in cash on the 31st December, 1874, the sum of 423,075 dol.

The Equatorian Government's debt to the bank was—

|                      |    |    |    |    | Dollars.  |
|----------------------|----|----|----|----|-----------|
| On December 31, 1873 | .. | .. | .. | .. | 1,254,262 |
| " 31, 1874           | .. | .. | .. | .. | 840,188   |
| Reduction in debt .. |    |    |    |    | 414,074   |

The municipality of Guayaquil owes the bank 16,000 dol. for loans, and about 43,000 dol. for repairing the streets of the town.

The dividend declared for the year was 12 per cent. on the paid-up capital.

*Banco de Credito Hipotecario.*—This bank, established to lend money on mortgages of estates and houses, with a nominal capital of 500,000 dol., of which 400,000 dol. is paid up, has declared a dividend of 13.22 per cent. on the capital paid up.

*Exports.*—The amount exported this year has been nearly the same as in 1873, but the values of the different articles have fallen considerably.

## ARTICLES of Produce Exported, and Approximate Values.

| Article.         | Measure.   | Quantity. | Price.  | Value.  |
|------------------|------------|-----------|---------|---------|
|                  |            |           | £ s. d. | £       |
| Bark .. .. .     | Quintal .. | 9,811     | 3 10 0  | 34,338  |
| Canes .. .. .    | Number..   | 76,675    | 0 1 0   | 3,833   |
| Cocoa .. .. .    | Quintal .. | 250,216   | 1 15 0  | 437,878 |
| Coffee .. .. .   | " ..       | 10,652    | 3 0 0   | 31,956  |
| Cotton .. .. .   | " ..       | 4,400     | 2 10 0  | 11,000  |
| Hammocks .. ..   | Number..   | 234       | 1 10 0  | 351     |
| Hides .. .. .    | Quintal .. | 2,156     | 3 0 0   | 6,468   |
| " tanned .. ..   | Halves ..  | 12,744    | 0 12 0  | 11,846  |
| India rubber ..  | Quintal .. | 10,690    | 4 0 0   | 42,760  |
| Ivory nuts .. .. | " ..       | 71,482    | 0 6 0   | 21,444  |
| Lumber.. .. .    | Number..   | 30,721    | 0 0 4   | 512     |
| Orchella .. ..   | Quintal .. | 1,369     | 1 10 0  | 2,053   |
| Rice .. .. .     | " ..       | 4,651     | 1 0 0   | 4,651   |
| Sarsaparilla ..  | " ..       | 206       | 3 0 0   | 618     |
| Straw .. .. .    | " ..       | 684       | 5 0 0   | 3,420   |
| Straw hats .. .. | Dozen ..   | 7,600     | 2 0 0   | 15,200  |
| Tobacco.. .. .   | Quintal .. | 74        | 2 0 0   | 148     |
| Tamarinds .. ..  | " ..       | 973       | 1 10 0  | 1,459   |
| Fruit .. .. .    | " ..       | ..        | ..      | 4,000   |
| Specie .. .. .   | " ..       | ..        | ..      | 36,100  |
| Sundries .. ..   | " ..       | ..        | ..      | 6,600   |
| Total .. .. .    | ..         | ..        | ..      | 676,635 |

## SHIPPING AND NAVIGATION.

During the year there have entered this port—

|                         | Number. | Tonnage. |
|-------------------------|---------|----------|
| British vessels .. .. . | 76      | 73,904   |
| Foreign " .. .. .       | 116     | 94,709   |

And there have sailed during the year—

|                         | Number. | Tonnage. |
|-------------------------|---------|----------|
| British vessels .. .. . | 73      | 74,748   |
| Foreign " .. .. .       | 105     | 88,322   |

## AGRICULTURE.

The crops this year have been abundant in this province, but in the high lands of the interior heavy falls of hail and frosts with continued drought have nearly destroyed the crops of grain and potatoes. Along the coast the drought has also been very severe, more than half of the cattle having died for want of pasture and water.

The growers of cocoa have had a good year, the total crop having been 247,493 quintals, which is much above the average, and the price has been high and quite out of proportion with the value in Europe.

## AMOUNT of Cocoa Exported during the last Six Years.

| Year. |    |    |    |    |    |    | Quantity. |
|-------|----|----|----|----|----|----|-----------|
|       |    |    |    |    |    |    | Quintals. |
| 1869  | .. | .. | .. | .. | .. | .. | 173,092   |
| 1870  | .. | .. | .. | .. | .. | .. | 234,744   |
| 1871  | .. | .. | .. | .. | .. | .. | 184,572   |
| 1872  | .. | .. | .. | .. | .. | .. | 181,973   |
| 1873  | .. | .. | .. | .. | .. | .. | 251,312   |
| 1874  | .. | .. | .. | .. | .. | .. | 250,216   |

The crop of coffee exceeded that of 1873 by nearly 4,000 quintals, and the high price for this article is inducing farmers to extend their plantations, and I expect that the export of this article will be greatly increased.

I am sorry that I cannot say the same for india rubber. This important article is daily decreasing in quantity, from the custom of cutting down the trees to collect the juice, and the Government having imposed an export duty of 6 dol. per quintal, the collection of this gum does not offer sufficient profit to the collectors, who have to penetrate much deeper into the forests in search of the trees.

## AMOUNT of India Rubber Exported during the last Six Years.

| Year. |    |    |    |    |    |    | Quantity. |
|-------|----|----|----|----|----|----|-----------|
|       |    |    |    |    |    |    | Quintals. |
| 1869  | .. | .. | .. | .. | .. | .. | 17,652    |
| 1870  | .. | .. | .. | .. | .. | .. | 15,763    |
| 1871  | .. | .. | .. | .. | .. | .. | 21,930    |
| 1872  | .. | .. | .. | .. | .. | .. | 22,351    |
| 1873  | .. | .. | .. | .. | .. | .. | 16,365    |
| 1874  | .. | .. | .. | .. | .. | .. | 10,690    |

## PUBLIC WORKS.

The Government have exerted all their energy to the completion of the works in progress. The fine penitentiary in Quito has been concluded, and the girls' college in this town. The roads would have advanced nearer completion had funds permitted.

*Railroad from Pueblo Nuevo to Sibambe.*—The works on this important work which is to connect with the road from Quito, have advanced slowly; 8,600 metres of road have been cleared during the year, and 11,174 metres have been finished. The rails having been laid down on the main line, there are now 41,350 metres or over 25 miles entirely finished. 29 bridges have been erected, and in Pueblo Nuevo a terminus has been built. As soon as the railroad was completed from Pueblo Nuevo to Milagro, two trains daily have been running (Sundays excepted) between these two villages, and have earned in freights and passages the sum of 8,216 dol. gross, or 5,000 dol. net; in the proportions of passengers 62 per cent., freight 38 per cent. The amount expended by the Government in constructing the railroad during the year has been 142,500 dol. From 50 to 600 men per month have been employed on the work.

*Road from Otavalo to the Port of Esmeraldas.*—Although from

want of funds no further progress has been made with the construction, yet the line for the road has been traced by the engineer, Mr. Millet, through the hitherto unexplored forests, and he calculates the length of the road, when finished, to be 58 leagues.

The greatest difficulty will be the construction of bridges over the numerous and rapid tributaries of the river Guillabamba, but it is hoped that this difficulty will be overcome by means of suspension bridges, some of which will have to be transported in pieces to places six days' journey from the coast. The Government also intend to construct a railway from the town of Esmeraldas to the seaport Coquito, and to build a wharf for vessels at the latter place, so that the dangerous navigation of the Esmeraldas river may be avoided by vessels calling there.

*Road from Quito to Bahia de Caracas.*—The most difficult part of this road, the descent of the western slope of the western chain of the Andes, has now been completed, the total length of the road finished up to the end of the year being 64 miles. It has now almost reached the plains of Santo Domingo de los Colorados, which are but little above the level of the sea, and no considerable difficulty will be encountered in the construction of the road to the coast. The natural beauties, the salubrious climate, and fertile soil along this road will probably attract settlers. The Government offer to give them land and a certain allowance on condition of their keeping a corresponding portion of the road in good order. From this road a branch road will be made to Daule, which is on a river navigable to Guayaquil, and about 50 miles distant from it.

*Road from the "Chimborazo" to Playas.*—With the exception of about four miles of macadamising, this road is now finished as far as Valsapamba, being a length of 51 miles from its commencement at Chimborazo.

It is intended to continue the road to Savaneta and perhaps to Babahoyo on the Guayaquil river, and 60 miles distant from the city.

*Salt Works at Santa Elena.*—The Government having the intention to export salt from the large deposits at Santa Elena on the coast, sent one of their civil engineers to form plans for a jetty, large warehouses, and a short railroad to transport the salt from the deposits to the vessels lying alongside the jetty. The warehouses are calculated to contain 100,000 quintals of salt.

#### FOREIGN DEBT AND LOAN.

The Government not having sufficient funds to continue the public works, and desirous of repaying to the Bank of Ecuador the amounts lent by it, has endeavoured to raise a loan in England, and foreseeing that it would be impossible to obtain a new loan without at the same time arranging the old foreign debt, instructed the Equatorian minister at Washington, Mr. Antonio Flores, to proceed to London and to endeavour to negotiate a loan for 800,000*l.*, on the conditions that for each 100*l.* of bonds emitted the Government were to receive 67*l.* cash, the bondholders of the old debt exchanging the old bonds for new ones at the rate of 100*l.* of old bonds to be considered as 16*l.* 13*s.* 4*d.* cash. The interest payable on the loan to be six per cent. per annum, and a sinking fund to be established. The Government offered to set aside one-third part of the customs revenues to provide for the interest, and to mortgage the railroad as security for the debt. Mr. Flores was unsuccessful in obtaining a loan on these terms, and the Government have given up the idea for the present, but I believe have instructed

their fiscal agent in London to endeavour to come to an arrangement of the old debt with the bondholders, in order to resume the payment of the interest on it, which has been stopped since the year 1869.

Gross Receipts of the Guayaquil Custom-house for Five Years.

| Year. |    |    |    | Value.    |           |
|-------|----|----|----|-----------|-----------|
|       |    |    |    | Currency. | Sterling. |
|       |    |    |    | Dollars.  | £         |
| 1870  | .. | .. | .. | 1,271,588 | 195,624   |
| 1871  | .. | .. | .. | 1,371,440 | 210,991   |
| 1872  | .. | .. | .. | 1,591,730 | 235,812   |
| 1873  | .. | .. | .. | 1,672,657 | 232,313   |
| 1874  | .. | .. | .. | 1,442,000 | 194,865   |

Guayaquil, April 17, 1875.



## FRANCE.

## ALGIERS.

*Narrative of a Consular Tour undertaken by Lieutenant-Colonel Playfair, H.M.'s Consul-General at Algiers, in April and May, 1875.*

AFTER leaving Algiers, I visited the various ports along the coast as far as Bone, at all of which there are a considerable number of English subjects, but these places have been so frequently described that there is no necessity to do so on the present occasion.

From Bone I made an excursion on horseback to the forest of Ed-Dough and the mines of Ain Barbar, belonging to the English Algerian Mineral Company.

*Forest of Ed-Dough.*—The road ascends the southern side of Djebel Ed-Dough, at first rather bare of trees, and covered with tufts of *diss* grass, but soon cork oaks begin to appear, and long before reaching the culminating point the road leads through a thick forest of cork and chesnut-leaved oak (*quercus castaneæfolia*). The highest point is 3,294 feet above the sea; near it is the village of Bugeaud, created in 1843, in a clearing fully exposed to the sea breezes, and admirably adapted as a summer residence for the inhabitants of Bone.

This neighbourhood, indeed, possesses quite an European climate, and has one of the most exquisite views, both of sea and land, which it is possible to imagine.

A few kilometres further on, or 17 kilos. from Bone, is the Fontaine des Princes, so called from the fact of the Orleans princes having breakfasted here in the reign of Louis Philippe.

This is a charming spot, nearly at the head of a valley, with an abundant perennial stream, which is carried into Bone by means of cast-iron pipes, for the supply of the city.

This is also the source whence the Roman city of Hippo was supplied, and the ground is covered with the cement pipes which formed the aqueduct, and which have only recently been replaced by metal ones.

The stream is here spanned by two bridges, one of Roman construction, the other made by the French, to carry the ancient and modern aqueducts.

An idea may be formed of the climate of this spot, from the fact of nearly all the oaks having the upper surface of their branches covered with a thick layer of moss, in which grow long rows of polypodium; the gullies and even the road sides are covered with various species of fern, and the ordinary undershrub of the forest is tree heath, myrtle, *arbutus*, and wild cherry; while wild flowers of countless variety carpet the ground between them.

At about 20 kilos. from Bone the forest loses its verdure, and as far as the eye can reach, weird and blackened stumps, like a picture of Gustave Doré's, mark the effect of the fatal fires of 1873, which created such havoc here and in almost all the forests of Algeria. Many of the trees, happily, are beginning to sprout again, and the undershrub will soon be as thick as ever.

Soon after passing this the landscape changes, Aleppo pines begin to mingle with the oaks, the road runs parallel to the sea, and the burnt portion of the forest is shut out from view.

I was struck with the want of all traces of habitation, and the numerous sites all along the coast, well suited for the establishment of farms and even villages. The land would probably prove excellently adapted for the growth of vines, and there can be no doubt of its salubrity. It would be difficult to find in Algeria a spot where an intending colonist with a small capital could more advantageously select his residence.

*Mine of Ain Barbar.*—At Ain Barbar, 40 kilos. from Bone, a village is now springing up in connection with the mine, which will probably soon be definitively constituted; it is 1,460 feet above the sea level. The right of working the mineral over an area of 1,300 hectares has been acquired by an English company. The work has been actively commenced, and promises to be very remunerative.

The principal mineral is sulphide of copper, or copper pyrites, containing on an average 12 per cent. of pure metal. There is also a considerable quantity of blende (sulphide of zinc), containing as much as 40 per cent. Small quantities of lead ore (galena) have also been found.

*Guelma.*—From Bone I proceeded to Guelma by diligence; this is a well-known route. The only thing I observed of interest which I had not seen on previous occasions was an interesting Roman tombstone at Guelma—that of a young man who too confidently hoped that his wife would have rested beside him. The work is rude in point of art, but extremely beautiful in conception. It is a monolith of rose-coloured marble, square in plan, consisting of a pedestal, with cornice, plinth, and base, supporting a crowning part rising on the same plan, terminating in an architectural feature, which has now disappeared. On the principal façade, the top-piece bears a circular wreath, inclosing two portrait busts in relief, that of the man only being completed; the features of the woman are not chiselled. The plinth has a garland suspended from the cornice, below which the surface is divided vertically for two inscriptions; that of the man only is filled up, it is—

“*Diis Manibus Sacrum Flavia Naevilla. vivit annis viginti novem diebus quindecim.*”\*

On the left side of the plinth is a folding-door just shutting, symbolical of the terrestrial home which is being closed for ever. Above the cornice on the same side is another one opening, representing the life to come. This is confirmed by the opposite side, which bears on the plinth the figure of a winged child with reversed flambeau, while above it is a cock crowing, to represent the opening day.

*Roknia.*—From Guelma, instead of proceeding by the ordinary diligence route, which was quite familiar to me, I hired mules, and went by Hammam Meskoutin, the well-known hot springs, and the much less-known road thence by Djebel Thaya and El-Aria.

From Hammam Meskoutin I made an excursion to the great prehistoric necropolis of Roknia, situated about 10 kilos. to the north. Here, on the west slope of Djebel Debagh, is an immense assemblage of megalithique tombs, generally of the same type, rude stones placed in an upright position, and covered over with a larger flat slab. Many of these have been examined, and were found to contain human remains

\* The letters in *italic* show those supplied.

and cups of pottery. Elaborate accounts of these have been published by General Faïdherbe and M. Bourguignat.

Not far from these are 300 or 400 caves, some quite natural, others excavated by the hand of man, which have evidently served as residences for the living as well as tombs for the dead. A few fragments of a bronze bracelet were found in one, and a bronze ring in another.

*Djebel Thaya*.—From Hamman Meskoutin I proceeded to the great cave of Djebel Thaya, never yet, as far as I am aware, visited by an English traveller.

The journey occupies about four hours and a half, through a very picturesque country.

The entrance to the cavern is situated high up on the north-west side of Djebel Thaya.

The entrance passage is spacious, and in no place less than 10 feet in height. At the opening, which is larger and higher than the passage itself, are numerous Roman inscriptions, which are hardly legible. M. Bourguignat, who first explored the cave, and who has published an elaborate, but rather fanciful, description of it, counted fifty-three on the left, eight on the right, and three on the roof. Nearly all begin with the letters B. A. S.; one, better preserved than the others, has the words "Bacaci Aug. Sac.," from which it is inferred that this cavern is dedicated to the god Bacax. It is further gathered from the inscriptions that every year the magistrates of *Aquæ Tibilitanæ* came with much ceremony on a pilgrimage to Thaya, to offer a sacrifice to the god of the cavern.

The inscriptions contain the names of consuls who were elected under the Emperors Caracalla and Geta, A.D. 211, and from this date they are mentioned up to A.D. 268. One is commemorative of two brothers who were lost here.

I do not presume to decide who the god Bacax was; probably a local deity adopted by the Romans.

The botanist will be delighted to discover quantities of beautiful ivy-leaved ferns adorning this entrance hall.

On leaving the passage containing the inscriptions, the cave descends at an angle of not less than 45 degrees; the ground is covered with a thick layer of loose stones, which roll down with alarming velocity at almost every step made in advance.

Great care should be taken to keep well to the right hand, as on the left there is an abyss which has never been explored, but which must be of great depth and nearly vertical.

From the foot of this the cave extends, with many changes of level, to nearly a kilometre in length, and 1,000 feet in perpendicular depth.

The descent is extremely difficult, and even dangerous, as deep holes occur at numerous places, in which one might easily be engulfed.

Sometimes one has to drop down steep precipices by the aid of projecting stalagmites; sometimes to slide down a muddy gradient; now to creep through small holes and narrow passages, and again to wade through pools of liquid mud. Vast halls, intricate passages, and chambers of every size and form are traversed. Groves of stalactites and stalagmites adorn the sides, while the lofty vaults are hung with the most exquisite fret-work, like the roof of a Gothic cathedral.

The finest of all is the great domed chamber at the bottom, which gives to the cave its Arab name—*Ghar-el-Djamâa*—cave of the mosque. It is an immense, nearly circular, cavity, with domed roof, adorned with the most exquisite stalagmites like the trunks of palm trees. In the centre is a large block of stone, which M. Bourguignat imagines to

have been the altar to Bacax. It may have been so, as on the occasion of my visit a fragment of blackened Roman pottery was found upon it; but it must have been a matter of no little difficulty to have conveyed the animals for sacrifice to this spot.

One of the most exquisite spots in the cave is a long narrow passage, in which one can just sit upright. The floor is covered with a succession of small pools of clear water, enclosed in low banks of stalagnite, and fitting as closely as the cells of a honeycomb.

A grand effect is produced by sending Arabs with flambeaux and blue and red lights into distant caves and galleries, whilst the spectator remains in the darkness of some central hall.

A comparatively small portion of the cave has been explored; the Arabs say that there is no end to it. I spent five hours in exploring a portion only of its area.

My next day's journey was to El-Aria, a distance of 40 kilos., occupying about eight hours. The road passes through a great variety of scenery, cork forests, fertile valleys, wide stretches of pasture land, everywhere well watered. Some of the streams are as beautiful as if they had been transported from a Highland glen.

*Souk-el-Arbâa*.—At about 15 kilos. is the site of an Arab market, Souk-el-Arbâa, where a fair is held every Wednesday. There are a few buildings generally unoccupied, save on market-day.

*Tarafana*.—At Tarafana, some distance further on, a remarkable isolated mass of rock, 50 or 60 feet high, is seen on the right of the road. On the west side of it are the remains of a building of large cut stones, either of Roman construction or built with Roman materials. On the rising ground to the left of the road are a few large dolmens.

*El-Khanaba*.—Shortly before reaching El-Aria is the farm of El-Khanaba, an important Roman position, as the ruins of a fine villa, oil-mills, and a perfect mine of cut stones, attest.

*El-Aria*.—El-Aria, more correctly El-Haria, is situated a little further on, about 40 kilos. from the cave, and 30 from Constantine.

A caravanserai was built here when the road between Guelma and Constantine passed this way. Now a village is in course of construction; it will consist of sixteen homesteads. The colonists possess sufficient capital to build their own houses without aid from the State, but each family has received a concession of 30 hectares of land gratuitously. The caravanserai will serve to accommodate the schools, mairie, and other public offices.

I made a slight detour from the road in order to see two interesting Roman ruins.

*Mahadjiba*.—To the left, and 25 kilos. from Constantine, are the remains of Mahadjiba, or Kasr-el-Mahdjouba, the "castle of the female recluse," and the *Seniore* of the Itinerary of Antoninus, of which I have been able to find no published description. The position of this city or stronghold was admirably chosen from a strategic point of view, being built on an isolated hill, the top of which is a rough triangle rising abruptly from the plain, and sloping backwards towards its base in a series of terraces. In front of it is the extensive stretch of rich corn and pasture land, reaching as far as Constantine, while behind it, on the south, is a narrow pass in the Fedj-bou-Mareb, a remarkable scarped hill of compact limestone, giving access to the plain of the Amer Cheraga and Oued Zenati, in which are situated 83,000 out of the 100,000 hectares of land so lavishly granted to the Société Générale Algérienne.

Thus this position completely commanded the ancient highway between Cirta and Kalama, as it now commands the Arab road between Constantine and Guelma.



The whole hill is covered with the remains of buildings constructed of huge blocks of cut stone; some of the walls are entire to above the level of the first floor, the holes for the reception of the joists being distinctly visible.

The principal and best preserved edifice is the tower from which the ruins derive their Arab name, an elegant and massive building, which perhaps formed the citadel of the place. It consists of a rectangular inner keep, about 30 feet by 18, and 40 feet high, complete as far as the cornice. It was divided in ground plan into two portions, communicating with a door, which was about half the whole interior width; there were probably also two or more stories. This was surrounded on three sides by an outer wall 4 feet thick, forming a spacious enclosure, the whole being a part of the general system of defence. The fourth side of the tower, towards the body of the place, was not thus surrounded, a simple prolongation of its face completed the *enceinte*. The walls of the tower are pierced with narrow apertures, like modern loopholes for musketry, while the outer wall has larger ones, resembling embrasures for artillery.

Two different styles of masonry are observable in the outer walls of this building, the stones in both being identical. The lower courses are accurately and closely joined, the upper ones much more loosely put together. This would probably indicate that, like many other Roman strongholds, Seniore was either destroyed by the Vandals, or suffered to fall into decay during their occupation, and restored by Belisarius or his successor, Solomon.

Every building in the place seems to have been built with a view to defence; all have the same loopholes, and many of them have what appears to have been a species of portcullis. This was formed of two immense upright blocks of stone, having an exterior and interior groove. In the former, large flat stones were dovetailed in, and it is probable that some of these were habitually left out, and only put into position during an actual siege; the lowest one generally exists at present in its proper place. In times of peace, bars of wood, one above the other, let into the inner grooves, probably formed a more temporary barrier.

At the base of the hill, below the citadel, is an arch of cut stone, giving access to a subterranean passage, whence flowed a stream of water. This is now choked up, and the water has forced itself a passage through the débris, about 100 yards further down, where it has created a little oasis of trees, the only ones as far as the eye can reach.

No inscriptions of any importance have been found here. On the hill to the left are several dolmens and cromlechs, mixed up with the remains of Roman tombs and modern Arab graves.

*Es-Soumah*.—After leaving Mahadjiba, the road tends in a south-west direction towards El-Khroub. About 3 kilos. from that village, and 15 kilos. from Constantine, is the remarkable monument called by the Arabs *Es-Soumah*, signifying a tower or minaret. This beautiful edifice, the history of which is quite unknown, is in the purest Doric style, and probably dates from the first century.

It is built on a mound which must have been near the eastern boundary of the territory of Cirta, and close to the high road between that city and Kalama, on the one hand, and Lambessa on the other.

Its object was either to serve as the mausoleum of some distinguished person, or to commemorate a great victory. The building is actually composed of three principal parts, a square base of nearly 3 metres high, surmounted by three gradients, each 50 centimetres in height. Above these gradients rises a plinth of 1 metre 10 centimetres,



crowned by a splendid cornice of a bold and firm, yet refined character, measuring 65 centimetres in height. At this level a course of stones, 50 centimetres high, retired from the cornice by 30 centimetres on all sides, extends like a pavement over the upper surface of the monument, and serves as a footing to four square pillars that occupy each angle, leaving a distance outside of nearly a metre on the two exterior faces. The courses of stone in the pillars are 60 centimetres high, and 1 metre 75 centimetres on each side. Prominent round bucklers decorate the outward faces of each of these pillars.

Unfortunately, at this point, the monument has been thrown to the ground, and it is amongst the ruins that a search must be made for the completion and restoration of the building.

No doubt earthquakes contributed greatly to its destruction, but there is abundant evidence that the hand of man was not foreign to the work.

Part of the material is scattered in every direction, but it is principally on the north side that it lies heaped up to the level of the floor.

I saw capitals of the Doric order, frustra of columns without fluting of any description, soffits decorated with geometric forms, small entablatures, evidently belonging to the interior of the ruined part of the building, and fragments of the superior cornice.

No doubt the square pillars supported columns covered with a pediment, and leaving between them an open vista to expose to view and protect some notable object, such as a statue or sarcophagus.

The whole building is formed of beautiful cut stone, joined with great perfection. No trace of mortar is perceived.

The ground around it has risen in the course of ages nearly to the level of the base, but in 1861 the south and part of the east side were cleared of débris, and a vain attempt made to penetrate to the interior.

The problem of its origin still remains unsolved, but a careful search amongst the accumulated ruins on the north side would doubtless be rewarded.

*Constantine.*—I need not dwell upon my stay in Constantine. There is a large colony of Maltese there, who are anxious to have a vice-consul to reside amongst them; as, however, it would be impossible to find one of their number fitted by education to fill the post, though many of them are merchants of great respectability, I cannot support the request.

*Batna.*—From Constantine I proceeded by diligence to Batna, stopping en route at Ain Yakoot, to visit the Medrassen or tomb of Massinissa. I found the proprietor of the little auberge at this village a British subject, and many times subsequently I had occasion to remark the enterprise and industry of the Maltese who have established themselves all over the colony, and who form the most frugal and industrious class of the population.

I may mention here that the Governor-General had sent instructions to all the generals and commandants in the province to facilitate to the utmost my intended voyage. He himself was at Batna when I arrived there, and, thanks to his kindness, and to the cordial assistance rendered to me by General Dastugue, the learned and accomplished commandant of that subdivision, I had no difficulty in carrying out a project which I had long entertained, an exploration of the Aurès mountains.

*Aurès.*—This part of Algeria is quite unknown to the European traveller, if I may except a few officers connected with the administration, but it is exceedingly interesting from an archæological and historical point of view; and its rich valleys, well-wooded hills, and

especially the wide fertile plains which surround it, will, no doubt, one day be thrown open to colonization, and will prove one of the most valuable parts of the colony.

The mountains also team with mineral wealth, the amount of which is hardly yet suspected, but which cannot fail to be developed as soon as the railway is constructed to Batna. One English company is in treaty to purchase a cinnabar mine there, and this made me doubly anxious to become acquainted with the country.

The geographical term *Aurès* at the present day includes something more than the *Audon* of Ptolemy, or the *Mons Aurasius* of Procopius and other geographers. It consists of a *massif* of very high mountains, stretching between the route from Batna to Biskra on the west, and the Oued-el-Arab on the east. It does not extend further north than Batna, or so far south as Biskra. Its greatest length from east to west is 120 kilos., and from north to south 90 kilos.; the whole area being about 800 square kilos.

The general configuration of the Aurès is a series of valleys descending from north-east to south-west, separated by lofty ranges of hills, of which two, Chellia and Mahmel, are the highest peaks in Algeria. In these valleys flow rivers which serve to irrigate the base of the mountains; but, as a rule, the upper parts of these mountains are either sterile or covered with forest; agriculture is only possible in the bottoms.

*Chawia*.—The inhabitants are called Chawi (Pl. Chawia), from the Semitic root *Cha*, a sheep. They are emphatically shepherds, having few or no cattle, but immense flocks of sheep and goats. They form a branch of the great Berber nation, which has occupied the north of Africa from pre-historic times. The Kabyles are another branch, and speak a different dialect of the same language.

Comparatively little is known of the Berbers before the Roman occupation, which followed the Punic wars in the second century before Christ.

For some time after that the government of the country still remained in the hands of the native chiefs. It was not till about A.D. 40 that Numidia was finally reduced to the condition of a Roman province.

Ibn Khaldoun states that the Berbers of the Aurès had previous to this embraced Judaism. Certainly, during the domination of the Romans, they resigned themselves to the profession of the Christian faith, and submitted to their conquerors, paying, without much resistance, the heavy taxes imposed upon them.

*Roman Occupation*.—The enormous amount, and the magnificent character of the Roman ruins still existing in and around the Aurès, show how extensive their occupation of the country was. All the fertile plains and valleys must have been appropriated by them; and as the hand of the Roman was as heavy to suppress insurrection as to maintain military discipline, the native races were, no doubt, to a great extent, assimilated to their conquerors, or driven to mountains and deserts, where even they could not follow them.

*Vandal Invasion*.—The Vandal invasion which swept all this way never penetrated into the Aurès, and for a brief period the Berber princes, though very much Romanized, were permitted to rule their country in peace and quietness.

*Byzantine Invasion and Occupation*.—The last Vandal king was Gilimer, and it was in his reign (A.D. 533) that Justinian sent a powerful army, under Belisarius, to invade Africa. In less than six months he conquered the country from Carthage to the Atlantic, and either drove the Vandals out of the country or forced them to retreat

to the mountains, especially the Aurès, where the conquerors did not at first dare to follow them.

Belisarius was succeeded by the wisest and bravest of his generals, Solomon Strategos. The Berbers soon raised the standard of revolt against him, and after a brief but brilliant career, during which he restored all the military positions throughout the country and rebuilt the fortifications, he was slain before the walls of Tebessa.

From this moment the power of the Latin race began rapidly to decay, the remnants of the Roman and Byzantine colonies either concentrated themselves in the neighbourhood of a few strongly fortified positions, or retreated to the mountains.

*Mohammedan Conquest and Occupation.*—At this conjuncture a new power appeared on the scene; Mohammedanism began to extend its conquests beyond Arabia, and when those marvellous expeditions, under Moïwia-ibn-Hodeidj and Okba-bin-Nafa overran the whole of North Africa, they met with little resistance from the Berbers, who regarded them rather as liberators than as conquerors, and willingly embraced the religion of El Islam, and acknowledged the authority of the Khalifa.

Soon, however, they discovered that their new masters were even more tyrannical than their old ones, and Kocëila, a Berber chief of ancient family, who had been treated with the greatest contumely by Okba, raised a revolt, which spread like flame; all the tribes joined him, as did the remnants of the Latin races; Okba and his band of warriors were destroyed, and for a short time the country returned to the religion and government of its ancient people.

Very soon, however, Zobeir-ibn-Keis re-asserted the supremacy of the Mohammedan arms, and the Berbers and Romans were once more driven to the mountains.

*Revolt of El-Kahina.*—The Aurès was at this time governed by a native princess, whose name was Dihya, daughter of Tabeta, but who is usually known as El-Kahina, the sorceress. According to Ibn Khaldoun she professed the Jewish religion, and her ordinary residence was El-Baghai. She successfully resisted the advance of the Arabs during several years, but eventually fell gloriously in battle, with her principal nobles, and from henceforth the arms and religion of the Arab invaders became predominant.

Thus we have seen one invasion after another sweep over the country, and always with the same effect; the Romans, Vandals, and Byzantines were driven for safety to the mountainous regions, whither their conquerors were unable to follow them.

*Character of Berbers.*—Ibn Khaldoun remarked of the Berbers that they held the first place amongst nations for bravery and promptness to defend their guests, for fidelity to their engagements, patience in adversity, hospitality, and many other great qualities. This easily explains the fact of all the oppressed nationalities being received with cordiality in the peaceful valleys of the Aurès, where they soon became assimilated to and absorbed into the original Berber race. The result is most striking at the present day; these northern races have left the imprint of their physical and moral character in a way that fourteen centuries have not been able to obliterate.

The features, language, and customs of the Chawia bear unmistakable testimony to their classic origin; light hair and blue eyes are frequently seen, and I venture to assert that, in no country is the average of female beauty so high.

*Remnants of Latin in Chawia Language, &c.*—Their language is full of Latin words, and in their daily life they retain customs undoubtedly derived from their Christian ancestry.

They observe the 25th December as a feast, under the name of *Moolid* (birth); they keep three days' festival at spring time and harvest, and use the solar instead of the Mohammedan lunar year, the names of the months being the same as our own.

|         |           |
|---------|-----------|
| Yenar.  | Yuliez.   |
| Fourar. | Ghusht.   |
| Mars.   | Istembar. |
| Yebrir. | Oktobar.  |
| Maio.   | Ounbar.   |
| Yunia.  | Jenbar.   |

*Physical Geography of the Aurès.*—The general conformation of the Aurès range is a series of mountains running from north-east to south-west, roughly parallel to each other, inclosing plains and fertile valleys watered by the rivers which flow along the bottoms.

These mountains are the highest in Algeria; Chellia has an altitude of 7,611 feet, Mahmel is nearly as high, and both exceed the loftiest peak of Jurjura.

*Chellia.*—I mounted to the summit of Chellia on purpose to obtain a general idea of the Aurès range.

It is hardly possible to give an adequate idea of the grandeur of the landscape from this spot. In the foreground all round is seen the *massif* of the Aurès itself, containing numerous ranges, generally richly wooded, some scarped and precipitous, others striated like agate by the upheaval of the oolitic strata of which they are composed, while on one or two the tops have been worn away between the strata, leaving the latter like huge lines of defence guarding the summits.

Beyond this, from north to east, the hills between Constantine and Ain Beida bound the horizon, and the Sebkhass, or salt lakes, are distinctly seen in the middle distance.

Behind the hills to the south, glimpses are obtained of the Sahara, while the north-west is bounded by the mountains behind Batna.

*Oued Abdi.*—The most important of the valleys running through the Aurès is the Oued Abdi, which took me four days to ascend.

It is nowhere very broad, and as a rule the hills which bound it are barren on the right bank, but thickly wooded on the left. Every yard of ground within reach of the waters of the river itself or its numerous affluents is carefully cultivated in terraces, which put me much in mind of Mount Lebanon. No doubt these terraces were constructed by the Romans, and they have been kept carefully in repair ever since.

In addition to the ordinary crops of cereals fruit is cultivated to a great extent, such as figs, olives, walnuts, chesnuts, apples, pears, apricots, peaches, &c. The trees are very fine, but I could not, of course, judge of the quality of the fruit. Vines also are plentiful, and no doubt this might become a great wine-producing country. The inhabitants all dwell in stone houses, generally built on the slope of a hill, rising one above the other in a series of steps, the roof of one being on a level with the floor of that above it, and actually forming a terrace to it.

The villages are perched high up on the face or crest of the hills, not unlike the castles along the banks of the Rhine. At each village there is a watch-tower, which, since the French occupation of Algeria, has been allowed to fall into ruins. It is needless to say that, although there is not a single European in the country, except at the mines of Taghit, it is substantially governed by the French, through the medium of officers generally selected from old and venerated families.

The flocks live on terms of the greatest harmony with their owners,



and seem to occupy the better part of their houses. It is a pleasant sight to see them returning in the evening from their pastures, winding up the steep lanes which separate the houses, led by the young girls of the family, nearly all of singular beauty, and never veiled.

*Mines of Taghit.*—I made an interesting excursion to the mercury mines of Taghit, which an English company is in treaty to acquire. This, if successful, will prove the first step towards opening out the Aurès mountains.

Leaving the Oued Abdi at the village of Nouader Ahmama on the left bank, I ascended a tributary to it, the Oued-Taghit. The scenery is exceedingly grand, very similar to, and quite as fine as that at the Portes de Fer. The mines are situated a few kilometres up this valley, near the village of Taghit.

They have long been known to the natives, who used to work them for the sake of the lead, throwing the more valuable cinnabar on one side as useless. This ore is exceedingly rich, probably the richest known, more so than that of Mexico, or of El Maden in Spain. I saw specimens which contained 30 per cent. of pure mercury, and the average is said to be 6 per cent., which would make the value of the ore about 50*l.* a ton. The galena also is rich, but whether it could be worked to advantage in such a remote district is doubtful, at least till the means of communication are improved.

*Forests.*—The forests of the Aurès are very extensive, and hitherto almost untouched. I saw many from the top of Chellia, and, on descending that mountain, traversed one of the most considerable. A more charming ride it would be difficult to find in any country. At first the road passed through cedars, with here and there an old gnarled yew; but it was sad to see how gradually, but surely, these cedars are disappearing. The highest parts of the range are perfectly bare, though an occasional whitened stump proves that even they were once wooded. Lower down some of the dead trees are still erect, while the ground is covered with others that have fallen or been torn up by the roots. These become more and more mixed with living trees, till the densely wooded slopes nearer the bottom are reached. But even here destruction is doing its work, principally owing to numerous communities of hairy processional caterpillars, which spin a web-like nest on the higher branches, destroying all vegetable life as their ravages descend.

After leaving the region of cedars, that of oak, pistachia, and juniper follows, and, lowest of all, is the Aleppo pine.

*Roman Ruins.*—All over the Aurès, wherever there is a plain or valley of exceptional richness, there one is sure to find the remains of a Roman establishment, consisting of foundations of edifices, built with large and well-cut stones, frustra of columns, oil mills, &c.; but the finest are situated just beyond its perimter, inclosing it, as it were, with a zone of architecture.

Most of these ruined cities, being more accessible than the mountains themselves, have been previously described; but Timegad, though frequently noticed, has not, as far as I know been properly described.

*Themugas.*—I encamped amongst the ruins, in company with the Kaid of the district, and had time to examine it carefully.

The ancient city of Thamugas (Mod. Timegad) was situated in a rich plain on the northern slope of the Aurès, at the intersection of six Roman roads, two of which went through Lambessa, in the direction of Setif; a third to Diana Veteranorum (the modern Zana); two more to Theveste (Tebessa), by Maseula (Khenchla), and a sixth northwards to Constantine.



It appears to have been of greater importance than Lambessa; its population was as great, if not greater, to judge by the size of its public buildings, especially the theatre, and the area covered by its remains, while its architecture is undoubtedly older and purer.

To judge from an inscription still in a perfect state of preservation, it must have been founded in celebration of the victories of Trajan over the Parthians, or to recompense the veterans of the XXX Legion Ulpia Victrix for their participation in this war. The inscription exists in duplicate on two magnificent pedestals of white marble, of octagonal shape.

Thamugas is mentioned in the Acts of Saint Mammarius, and in the Theodosian Code. It subsequently became the great focus of religious agitation during the fourth century. Novatus, one of its bishops, assisted at the Council of Carthage in A.D. 255; another, Sextus, is mentioned in 320. Faustinus was present at the Council of Carthage in 411, and Secundus was exiled by Huneric in 484.

When Solomon arrived here in 535 he found the city ruined. He restored the citadel in the same style as the other fortresses throughout the country, the proof of which is evident; but the other buildings bear no trace of a restoration subsequent to their original construction.

At the time of the Arab invasion it was a Christian city, under the government of Gregory, and a Christian church was built about that time, the remains of which still exist.

It is a square building, with a circular apse at the east end, divided into a nave and two aisles by columns, three on each side, of rose-coloured marble, the centre one only on each side being free; the others are engaged in the walls, right and left of the apse, and of the entrance.

On the lintel of the door was inscribed, on white marble—

“In temporibus Constantini Imperatoris Fl. Gregorio Patricio Ioannes dux de Tigin (?) offert domum Dei + Armenus.”

The ruins of Thamugas occupy a large undulating plain, cut in two portions by a water course. On the southern side there are extensive ruins, but nothing of exceptional interest besides the church just mentioned.

The principal ruins are on the north, or right bank of the ravine.

The most remarkable are—

The Byzantine fortress,

The theatre,

The forum,

A triumphal arch,

A large temple,

besides innumerable other buildings too much ruined to admit of absolute identification.

The first of these was originally of Roman construction; the regular and careful masonry of that people can be recognized in some few places. A posterior restoration by the Byzantines can also be easily identified, as they invariably employed the cut stones of the former buildings, without much regard to perfect adaptation, using also tombstones and any other materials that came most easily to hand.

The third restoration is of a very inferior character, the stones being small, irregular, and loosely put together. The general plan of the *enceinte*, and a great part of the walls are still entire. It is a large quadrangle, about 110 metres by 90, flanked on each side by salient towers, three in number. That on the eastern side is not in the middle and is much more salient than those at the angles. In the part of this tower facing the interior may be seen the remains of a circular brick

dome, the central part of which has disappeared, and in its place there is a rude attempt to complete it by means of loosely piled stones. Some remains of columns are seen in the interior court belonging to a small building, perhaps a church.

The theatre was cut in the abrupt northern flank of a hill, the opposite side of which gradually sloped towards the south. This monument was of considerable dimensions, and as the materials employed were not of a costly nature, one is led to suppose that it was intended for the accommodation of a considerable population.

Nevertheless, the building was executed in a substantial manner, the walls being generally of good rubble masonry, faced with cut stone, of considerable dimensions. In the interior, where the masonry may have been covered with cement or other materials, the angles were made sharp by brick work. Although the columns found on the spot are all of stone, they are numerous, fourteen may be counted on the stage.

The forum consists of a long colonnade, running parallel to an extensive and beautiful valley, bounded by picturesque hills, the general direction of which is from north to south.

Walking under the shade of this colonnade, the inhabitants must have enjoyed one of the most charming views which it is possible to imagine. The back part was formed of a continuous wall, against which were constructed ranges of small buildings, which were probably shops, separated here and there by openings, giving access to the body of the forum.

Towards the southern extremity of the colonnade, which was of great length, another range of columns ran at right angles to it, and probably formed a second side to the forum, and further south are seen, still erect, several columns belonging to a building advancing into the valley.

Other buildings, particularly on the northern side, and touching the colonnade, are highly interesting.

Great numbers of inscriptions and fragments of statues, many of the former in a very perfect condition, are scattered about. These, no doubt, decorated the forum, or commemorated distinguished people, or great events there.

Towards the north-west of the town, nearly in the axis of the colonnade of the forum, from which at all events it formed a striking view, exists a triumphal arch, one of the most important monuments of the kind in Algeria.

It consists of three openings, the side arches having above them square niches for statues. The monument is of the Corinthian order; each side is decorated by four fluted columns that occupy the angles and the spaces between the arches. To each column corresponds a pilaster, both supported by a common pedestal. A powerful entablature connects all the columns and pilasters together, and was itself surmounted by an attic with an entablature, of which a portion of the architrave alone remains. Over the two lateral arches and the square niches, and supported by the two columns, are two curved pediments, such as surmount some of the niches in the interior of the Pantheon at Rome. The attic, intended, no doubt, to receive the dedicatory inscription, and perhaps also to support sculpture, appears to have extended over the whole top of the building.

None of the original inscription remains in place, but fragments have been found below, and near the forum, which enables it to be thus restored:—

Imp[erator] Cæsar [divi] Nervæ f[ilius] Nerva Trajan[us]  
[Aug[ustus] Germanicus Pon[tifex] Max. Imperator III, tr[ibuni]

cia] po[testate] IIII, Consul III, P[ater patriæ] eo[loniam] Marci[anam]  
 Tr[aj]anam T[hamuga]di per leg[ionem] tertiam [Augustam] f[ecit]  
 . anatin[ius?] Gallus leg[atus] Aug[usti] pro prætore  
 d[edicavit].

The two façades are identical in feature, and each is in itself perfectly symmetrical, except that the capitals of the two columns on the southern façade, instead of having the angle of the abacus supported by volutes, have eagles in their place. The square niches have each their separate entablature and columns supported by sculptured brackets.

The mass of the monument is of sandstone, but the columns, capitals, and bases of the pilasters, brackets, and entablatures are entirely of white marble, as was also the crowning of the attic.

The next important building is probably a temple to Jupiter. The ruins show that it must have been a very splendid edifice.

A large court probably existed before the entrance, as the vestiges of a colonnade are still visible, parallel to the principal façade. This was most powerfully constructed; a tranverse wall, which may have corresponded to the entrance to the cella, measures nearly 2 metres in thickness, the stones varying from 1 to 1½ metres in length, and from 0·65 c. to a metre in breadth, and 0·50 c. in height. An attic base in blue limestone lying on the spot measures 1·97 metres in breadth at its plinth.

The most massive parts were built, according to the Roman system, of rubble, cased in cut-stone masonry, composed of blocks of great size; the columns are fluted, of the Corinthian order.

It would swell this report to an unreasonable extent were I to describe all the interesting antiquities I saw in this district, and there are still very many which I had not time to visit.

I have said enough, I hope, to prove that the architectural remains in this part of Algeria are of singular interest, and not yet properly explored.

*Colonization.*—Of course no attempt has yet been made to colonize the Aurès mountains, in which, as I said before, not a single European is to be found, but a village has been created between Timegad and Tebessa, at Ain Khenchla.

*Ain Khenchla.*—This is the site of the ancient Mascula, a city of sufficient importance to send its Bishop, Clarus, to the Council of Carthage in 255. Its value as a strategic position, situated in a vast and fertile plain, just beyond the northern slopes of the Aurès, has always been recognized. Here Solomon placed his camp during his second expedition, and there is reason to believe that it is the *Malich*, the scene of one of the battles of Sidi Okba.

It has now been created an European centre of colonization, chief place of a circle, with a commandant supérieur, Bureau Arabe, and a considerable garrison. Colonists have been attracted to the spot, not only by its fine climate, resembling very much that of Provence, but by concessions of from twenty-five to forty hectares of land given by the State. The great fertility of the soil, its proximity to vast forests, and the mineral riches of the mountains near it, ought to secure the prosperity of this fine though distant settlement.

To these advantages may be added its position, midway between Batna and Tebessa, and in close proximity to the openings of the various valleys which traverse the Aurès.

Here my exploration of the Aurès ceased. I proceeded from Khenchla to Tebessa in three days, over the long and dreary plain which forms the summer pasture ground of the Nememcha tribe; and thence, by diligence, in two days, to Constantine.

*Tebessa.*—Tebessa is even more interesting than Timgad from an architectural point of view, but it is better known, and I have already published an account of it.

I proceeded to Constantine, by the regular diligence route, as far as Bordj-bou-Areredj, and thence I determined to proceed by a road very little known, through the mountains of Kabylia to Fort National, and so to Algiers.

*Bordj Medjana.*—The first stage was Bordj Medjana, the ancient *Castellum Medianum*, and the hereditary residence of the Bach Agha El-Mokrani, leader of the insurrection of 1871, whose family has played an important part in all the great events which have occurred in Algeria during the last three centuries.

Now the whole of their vast property has been confiscated to the State, and is being granted to French colonists.

A village to contain seventy homesteads is in course of construction around the ruins of his castle. Each concession will contain forty hectares of excellent land, in addition to a village and a garden lot.

*Boni.*—From this place I proceeded to Boni, where a bordj has been built by the French since the insurrection, between the country of the Beni Abbas and the Medjana.

From this to Kalâa is but a short ride, not more than an hour and a half, through what is, perhaps, the most magnificent mountain scenery in Algeria.

*Kalâa.*—The village of Kalâa is built on the extreme end of a mountain range, more than 3,000 feet above the sea, surrounded on three sides by precipitous ravines, through one of which flows a tributary of the Oued Selam. The cliffs descend in a succession of perpendicular scarps, separated from each other by narrow terraces, so as to be quite inaccessible.

The fourth side, where the hill rises behind the village, can only be reached by a narrow winding path, which a few resolute men might defend against an army.

In former times this was a city of refuge for such as wished to escape the justice or vengeance of the Turks, who never succeeded in reducing its inhabitants to their sway. Its proximity to the Biban, or Portes-de-Fer, itself a strong position, enabled the Beni Abbas to command that pass, and consequently the road between Algiers and Constantine, and to exact a tribute from the Turks as the price of keeping open this communication.

*Ighil Ali.*—From Kalâa I visited Ighil Ali, the most important village in the country of the Beni Abbas, and indeed, in Kabylia. It really consists of three separate villages, governed by Cheikhs independent of each other, but so close together as to form only one town.

Like all Berber villages it is of stone, but it is better built than any I have seen. Many of the houses have two, and some even three storeys; the walls are decorated with arches and quaintly fashioned windows, and some have verandahs or arched colonnades. These villages used to be celebrated for the manufacture of arms, but since the last insurrection this has become a forbidden industry, and the artisans now make silver ornaments and objects in carved wood instead.

It was one of the favourite ideas of the empire to educate the Arab and Kabyle youth in the French language and ideas. Numerous educational establishments were organized with this view, which all collapsed at the late insurrection without having produced any appreciable results. Amongst others was a college at Ighil Ali. The building is still kept in repair, but it is unused for any purpose.



*Cleanliness of Beni Abbas, and Filth of Kabyles of Jurjura.*—One cannot help being struck at the difference between the houses of the Beni Abbas and those in the Kabylia of Jurjura. The former are scrupulously clean and neat, the streets in the villages are well swept, and there is a considerable amount of decorative art displayed in their construction. The latter set all hygienic laws at defiance, and it is difficult to understand how infants can be reared, or malignant diseases avoided, amongst the filth which characterizes both the interior of the houses and the streets of the villages.

*Oued-es-Sahel.*—From this place I descended into the Oued-es-Sahel, the great valley which, running along the southern slopes of Jurjura, extends to the sea-coast as far as Bougie.

This, before the insurrection, belonged entirely to Kabyles, who could not be induced to part with an acre of it. Now it has been confiscated to the State, and European villages are springing up in every direction.

This is really the most important effort at colonization that has yet been made; the soil is unusually fertile and well watered, the climate is salubrious, and it is covered with magnificent woods of olive trees, producing an immense harvest of oil.

*Akbou.*—I visited the most important of these new villages, Akbou, in the country of the well-known Ben Ali Cherif, the best specimen of Arab nobility remaining in Algeria. He, though condemned at the assizes of Constantine for participation in the insurrection, has been pardoned, on account of former distinguished services, and has not had his property confiscated.

*Oued-es-Sahel.*—All the way from Bougie up to Beni Mansour, a chain of villages has been made or is in course of construction, which will render this, after the Metidja, the richest valley in the country.

*Kabylia of Jurjura.*—From this place I passed over the summit of Jurjura to Fort National, by the Col de Chellata, through a country of exquisite beauty, every inch of which is highly cultivated, and covered with fruit and other trees, of which the ash (*Fraxinus Australis*) is the most beautiful and not the least valuable. Its leaves afford nourishment to the sheep and goats in autumn, when the grass and under-shrub is burnt up.

At Fort National I finally gave up mules and tents and returned to Algiers by diligence. I was much interested to witness the rapid extension of European colonization all along this road; villages, chiefly peopled by natives of Alsace and Lorraine, exist in a continuous chain all along it, and it is proposed to connect these with a railway, which will further increase their prosperity.

Algiers, June 18, 1875.



## CAYENNE.

*Report by Consul Wooldridge on the Trade and Commerce of French Guiana for the Year 1874.*

SMALL difference is apparent in the aspect of trade at Cayenne between the past year and that of 1873; an almost complete stagnation in agriculture having existed on account of the steady application of labour at the gold mines, and the exports show a falling off in many of the staple articles. A scarcity in food grown in the country, and a rise of between 30 and 40 per cent. in the price of provisions, have been among the evils consequent upon the abandonment of the cultivation of the soil for auriferous industry. The manufacture of sugar and roucon has been less, for no other reason than that of the withdrawal of labour from these establishments, for the rates of wages have not varied, and fuel, which decides the fate of manufactories where machinery is employed, is in French Guiana to be obtained at the cost of carriage.

The following table shows the quantities and value of the exports at this port during the year 1874:—

| Names of Articles. | Foreign Weights and Measures. | To France and her Colonies. |          | To the United States. |        | To Demerara. |        | Total.                        |                |
|--------------------|-------------------------------|-----------------------------|----------|-----------------------|--------|--------------|--------|-------------------------------|----------------|
|                    |                               | Quantities.                 | Value.   | Quantities.           | Value. | Quantities.  | Value. | English Weights and Measures. | English Money. |
| Cabinet wood       | Kilos.                        | 381,470                     | £ 15,257 | .. 96                 | £ .. 4 | ..           | £ ..   | Cwt. 7,493                    | £ 15,257       |
| Cloves             | "                             | 864                         | 35       | 26,181                | 888    | ..           | ..     | Lbs. 2,112                    | 39             |
| Cocoa              | "                             | 3,741                       | 8        | ..                    | ..     | ..           | ..     | " 65,718                      | 896            |
| Coffee             | "                             | 922                         | 67       | ..                    | ..     | ..           | ..     | " 2,028                       | 67             |
| Cotton             | "                             | 10,251                      | 824      | ..                    | ..     | ..           | ..     | " 22,552                      | 824            |
| Gold (native)      | Grammes                       | 1,429,484                   | 162,961  | 2,691                 | 305    | ..           | ..     | Oz. 81,156                    | 162,268        |
| Hides              | "                             | 1,630                       | 782      | 142                   | 70     | ..           | ..     | " 1,772                       | 852            |
| Isinglass          | Kilos.                        | 4,443                       | 1,066    | ..                    | ..     | ..           | ..     | Lbs. 9,774                    | 1,066          |
| Raw sugar          | "                             | 86,447                      | 1,521    | 86,469                | 1,522  | ..           | ..     | Cwt. 3,896                    | 3,043          |
| Roucon             | "                             | 168,141                     | 4,035    | ..                    | ..     | 3,527        | 85     | " 3,302                       | 4,120          |
| Tafia..            | Li tres                       | 22,021                      | 529      | ..                    | ..     | ..           | ..     | Gallons 4,892                 | 529            |
| Sundries           | "                             | ..                          | 750      | ..                    | 700    | ..           | ..     | ..                            | 1,450          |
| Total              | ..                            | ..                          | 187,835  | ..                    | 3,489  | ..           | 85     | ..                            | 191,411        |

The above shows that the total value of exports during the year has been more than that of 1873 by 71,397*l.*, an apparently favourable conclusion; but the increase is due entirely to the gold item in the return, which shows a value of 68,381*l.* over that of last year. The exportation of cabinet wood has increased to the value of 12,897*l.*, tafia to that of 515*l.*, cotton to that of 824*l.*, and isinglass to that of 686*l.* over those of 1873; whilst there has been a falling off of sugar to the value of 2,112*l.*, cocoa 476*l.*, roucon 1,176*l.*, and hides 730*l.* from that of last year, besides coffee, cloves, and other sundry articles in a slight degree.

On account of the heavy and protracted rains of last winter, almost the whole of the crops of manioc were destroyed; and to save them from perishing altogether, planters were obliged to remove quantities of the roots from the ground before they had approached maturity. A recommendation was given in the official journal to traders to ward off a threatened famine among the black population, whose most essential food is bread of the manioc, by finding measures to import conac and cassave from Brazil and other neighbouring countries. An abundant harvest, however, is expected next season, as large tracts of available land have been brought under cultivation of this article.

The cultivation of vanilla and the ramie plant (China grass) appears to have been carried on with vigour at many of the quarters during the year, for many reports of their progress have reached Cayenne. No doubt eventually these articles, if their cultivation be persevered in, will become staple articles of agriculture in French Guiana, as they have already become in Réunion and other French colonies.

The following is a table of the duties charged at the custom-house during the year 1874 on the exportation of raw materials of colonial growth:—

| Articles.         | Per.                       | In French or foreign ships. |
|-------------------|----------------------------|-----------------------------|
|                   |                            | Fr. c.                      |
| Raw sugar .. .. . | 100 kilos. ..              | 1 10                        |
| Coffee .. .. .    | " ..                       | 4 00                        |
| Cotton .. .. .    | " ..                       | 3 00                        |
| Roucon .. .. .    | { 3 per cent.<br>on value  | ..                          |
| Cloves .. .. .    | 100 kilos. ..              | 2 00                        |
| Tafia .. .. .     | 100 litres ..              | 0 50                        |
| Molasses .. .. .  | " ..                       | 0 50                        |
| Cocoa .. .. .     | 100 kilos. ..              | 1 00                        |
| Hides .. .. .     | Hide ..                    | 0 50                        |
| Native gold .. .. | { 5 per cent.<br>on value. | ..                          |

The adjoining table shows the varieties and value of the imports at this port during the year 1874:—

IMPORTS.

| Names of Articles.          | Foreign Weights and Measures. | From France. |        | From the United States. |        | From Demerara. |        | From Brazil. |        | From Portugal. |        | From Venezuela. |        | From Holland.                 |         | Total.         |  |
|-----------------------------|-------------------------------|--------------|--------|-------------------------|--------|----------------|--------|--------------|--------|----------------|--------|-----------------|--------|-------------------------------|---------|----------------|--|
|                             |                               | Quantities.  | Value. | Quantities.             | Value. | Quantities.    | Value. | Quantities.  | Value. | Quantities.    | Value. | Quantities.     | Value. | English Weights and Measures. |         | English Money. |  |
|                             |                               |              |        |                         |        |                |        |              |        |                |        |                 |        | Quantities.                   | Value.  |                |  |
| Absinthe...                 | Caisnes ...                   | 672          | 816    | ...                     | £      | ...            | £      | ...          | £      | ...            | £      | ...             | £      | Cases ...                     | 672     | £ 816          |  |
| Beans, maize                | Sacs ...                      | 748          | 985    | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | Sacks ...                     | 748     | 985            |  |
| Beer                        | Paniers ...                   | 1,149        | 552    | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | Baskets...                    | 1,149   | 552            |  |
| Biscuits                    | Caisnes ...                   | 319          | 1,215  | 20                      | 136    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | Cases ...                     | 389     | 1,351          |  |
| Brandy                      | "                             | 443          | 2,588  | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | "                             | 443     | 2,588          |  |
| Bricks                      | Barriques ...                 | 51,200       | 162    | ...                     | ...    | ...            | ...    | 1,608        | 12,984 | ...            | ...    | ...             | ...    | Barrels }                     | 51,200  | 162            |  |
| Bullocks                    | Tetes ...                     | ...          | ...    | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | Bullocks                      | 2,037   | 16,344         |  |
| Butter                      | Caisnes ...                   | 265          | 3,246  | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | Cases ...                     | 265     | 3,246          |  |
| Calicos                     | Balles ...                    | 327          | 6,432  | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | Bales }                       | 327     | 6,432          |  |
| Candles                     | Caisnes ...                   | 2,328        | 2,253  | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | Cases ...                     | 2,328   | 2,253          |  |
| Cheese (gruyère)            | "                             | 2,752        | 5,189  | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | "                             | 2,752   | 5,189          |  |
| Coffee                      | Sacs ...                      | 157          | 1,256  | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | Sacks }                       | 157     | 1,256          |  |
| Confectionery               | Barriques ...                 | 322          | 1,347  | ...                     | ...    | ...            | ...    | 5            | 40     | ...            | ...    | ...             | ...    | Barrels }                     | 322     | 1,347          |  |
| Crystal, pottery, porcelain | Caisnes ...                   | 90           | 384    | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | Cases ...                     | 90      | 384            |  |
| Deals                       | Pieds ...                     | ...          | ...    | 133,300                 | 1,244  | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | Feet ...                      | 133,300 | 1,244          |  |
| Drugs                       | Caisnes ...                   | 80           | 929    | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | Cases ...                     | 80      | 929            |  |
| Flour                       | Barriques ...                 | 9,310        | 28,080 | 1,885                   | 6,026  | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | Barrels ...                   | 11,195  | 34,106         |  |
| Furniture, chairs           | "                             | ...          | 981    | ...                     | 59     | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | Furniture                     | 335     | 1,040          |  |
| Gin                         | Caisnes ...                   | 335          | 217    | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | Cases ...                     | 335     | 217            |  |
| Hardware                    | Balles ...                    | 133          | 1,440  | 50                      | 220    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | Bales }                       | 133     | 1,660          |  |
| Jewellery                   | Caisnes ...                   | 3            | 850    | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | Cases }                       | 3       | 850            |  |





| Names of Articles.                         | Foreign Weights and Measures. | From France. |         | From the United States. |        | From Demerara. |        | From Brazil. |        | From Portugal. |        | From Venezuela. |        | From Holland. |        | Total.                        |                |
|--|-------------------------------|--------------|---------|-------------------------|--------|----------------|--------|--------------|--------|----------------|--------|-----------------|--------|---------------|--------|-------------------------------|----------------|
|  |                               | Quantities.  | Value.  | Quantities.             | Value. | Quantities.    | Value. | Quantities.  | Value. | Quantities.    | Value. | Quantities.     | Value. | Quantities.   | Value. | English Weights and Measures. | English Money. |
|  |                               |              | \$      |                         | \$     |                | \$     |              | \$     |                | \$     |                 | \$     |               | \$     |                               | \$             |
| Tobacco (prepared), cigars (raw) ...       | Caisnes ...                   | 172          | 942     | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | ...           | ...    | Cases ...                     | 172            |
| Turpentine, varnish, paint, tar, pitch ... | Barriques ...                 | 51           | 2,027   | ...                     | 1,120  | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | ...           | 160    | Barrels ...                   | 82             |
| Vermont ...                                | Caisnes ...                   | 76           | 474     | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | ...           | ...    | Cases ...                     | 76             |
| Vinegar ...                                | Barriques ...                 | 7,511        | 6,700   | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | ...           | ...    | Barrels ...                   | 111            |
| Wines, Bordeaux ...                        | Caisnes ...                   | 210          | 187     | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | ...           | ...    | Cases ...                     | 210            |
| Wine (Madaira) ...                         | Barriques ...                 | 73           | 132     | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | ...           | ...    | Barrels ...                   | 73             |
| Malaga ...                                 | Caisnes ...                   | 50           | 600     | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | ...           | ...    | Cases ...                     | 220            |
| Liqueurs ...                               | Barriques ...                 | 3            | 24      | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | ...           | ...    | Barrels ...                   | 3              |
| Guignolet ...                              | Caisnes ...                   | 1,097        | 1,156   | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | ...           | ...    | Cases ...                     | 1,097          |
| Kirsch ...                                 | Barriques ...                 | 746          | 310     | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | ...           | ...    | Cases ...                     | 746            |
| Bitters ...                                | Caisnes ...                   | 70           | 277     | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | ...           | ...    | Barrels ...                   | 70             |
| Ordinaire ...                              | Barriques ...                 | 27           | 17      | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | ...           | ...    | Barrels ...                   | 27             |
| Total ...                                  | ...                           | 9,035        | 35,943  | ...                     | 82,297 | ...            | 1,645  | ...          | 13,313 | ...            | 2,729  | ...             | 3,497  | ...           | 984    | Barrels ...                   | 6,035          |
|  |                               | ...          | 220,273 | ...                     | ...    | ...            | ...    | ...          | ...    | ...            | ...    | ...             | ...    | ...           | ...    | ...                           | 274,738        |

This return shows the total value of the imports to be less than that of 1873 by 8,0707.; no other material change is perceived. France, as usual, monopolized nearly the whole of the export trade, and about four-fifths of the import trade, the other fifth being divided between the United States and Brazil. There has been no variation in the import duties during the year.



RETURN of British and Foreign Shipping.

ENTERED.

| Nations.   |    |    |    |    | Vessels. | Tons.  | Crews. |
|------------|----|----|----|----|----------|--------|--------|
| British    | .. | .. | .. | .. | 7        | 7,572  | 213    |
| French     | .. | .. | .. | .. | 52       | 13,416 | 1,009  |
| American   | .. | .. | .. | .. | 14       | 1,610  | 98     |
| Dutch      | .. | .. | .. | .. | 3        | 395    | 19     |
| Brazilian  | .. | .. | .. | .. | 1        | 307    | 13     |
| Portuguese | .. | .. | .. | .. | 1        | 130    | 12     |
| Total      | .. | .. | .. | .. | 78       | 23,430 | 1,364  |

CLEARED.

| Nations.   |    |    |    |    | Vessels. | Tons.  | Crews. |
|------------|----|----|----|----|----------|--------|--------|
| British    | .. | .. | .. | .. | 6        | 7,568  | 203    |
| French     | .. | .. | .. | .. | 50       | 2,593  | 991    |
| American   | .. | .. | .. | .. | 14       | 1,568  | 98     |
| Dutch      | .. | .. | .. | .. | 3        | 395    | 19     |
| Brazilian  | .. | .. | .. | .. | 1        | 307    | 13     |
| Portuguese | .. | .. | .. | .. | 2        | 233    | 21     |
| Total      | .. | .. | .. | .. | 76       | 22,664 | 1,350  |

From the above returns it will be seen that there has been slight difference in the total number of arrivals at this port compared with that of 1873, though an excess appears in the amount of tonnage in British vessels. These vessels, however, carried no marketable cargoes, having arrived with coolies; and one after laying a telegraph cable from Pará.

The coasting trade, carried on by a numerous fleet of small schooners, has been considerably brisk during the year, owing to the increased communication between Cayenne and the interior, where the mines are situated. It is to be regretted that the promised line of American and English steamers for the coasting trade and for mounting the rivers delays so long in coming, as a large traffic is to be made thereby. Two small French steamers made an attempt to monopolize this trade, and would have succeeded, to the exclusion of the wretched craft by which it is at present carried on, but they have lately broken down and been condemned as unfit for carrying passengers. The high prices for freight and passage demanded, the miserable accommodation afforded, only on deck, where people are often so crowded that there is no room to lie at length, and the duration of the voyages, often exceeding a week, are sufficient to cause the whole of the trade to pass into the hands of any steam company. The benefits likely to accrue to all parties by the establishment of a line of steamers on this coast will be very great, and success must attend the enterprise.

TELEGRAPHS.

In April, 1874, a treaty was concluded in Paris between the Minister of Marine and the Colonies and the Western and Brazilian

Telegraph Company, Limited, for the laying down of a submarine cable between Pará and Demerara, having a junction at the port of Cayenne, for which an annual subsidy of 1,000*l.* was to be paid by the colony from the date of the completion of the line. Should the port of Paramaribo (Surinam) become later included as a junction station, the subsidy is to be raised to 2,000*l.* annually. The shore end of the cable was safely landed in July last, and communication was at once inaugurated between Cayenne and Pará by numerous official telegrams being despatched and answered. Much delay has taken place, however, in completing the laying down of the cable between this station and Demerara, but there are assurances given that the line will be completed in the early part of 1875. The line also between Cayenne and Pará does not appear to work in a very satisfactory manner, many interruptions having taken place through serious damage done to the cable by chafing, and from the attacks of sharks or other large fish, which has, however, been successfully repaired by the "Great Northern," stationed, as I am informed, in these parts for that purpose. The line being still in the hands of the contractors, it is not yet open to the public.

The rates to be charged for the transmission of messages are not to exceed (as stipulated by the convention) the following:—

|                      |    |    |    | Per Word. |           |
|----------------------|----|----|----|-----------|-----------|
|                      |    |    |    | <i>s.</i> | <i>d.</i> |
| From Pará to Cayenne | .. | .. | .. | 2         | 0         |
| Cayenne to Surinam   | .. | .. | .. | 2         | 0         |
| Cayenne to Demerara  | .. | .. | .. | 3         | 0         |

and Government messages are to enjoy a reduction of 20 per cent. on the ordinary rates.

At the end of fifteen years from the completion of the line the subsidy paid by the colony is to cease.

A single telegraph wire has also been established on posts between the town of Cayenne and the quarter of Kourou. This is entirely a French enterprise, and is under the control of the French authorities, by whom the director and staff are appointed.

Many other public works have been progressing during the year 1874. The military hospital is proceeding rapidly in its construction; the civil hospital has been enclosed by a high wall of masonry, which was greatly needed; new waterworks have been extended for the supply of the town; a new bridge has been thrown across the canal Laussat; sewers have been made; and the erection of a lighthouse on the island of the Grand Connétable has been begun. Funds have also been voted for the extension of roads over the island of Cayenne, to the length of 75 kilos., of which 45 kilos. have been completed; and along the coast from Point Macouria, on the opposite side of the harbour, to Kourou, about 42 kilos. of distance, of which nearly 11 kilos. have been cut, levelled, and macadamized.

#### IMMIGRATION.

Immigration from India has increased during the year, four vessels having arrived (three from Calcutta, and one from Pondicherry and Karikal) bringing a total complement of 1,808 coolies, destined for work at the mines principally. Two more emigrant vessels are expected in the course of the year 1875 from Pondicherry and Karikal, the first of May, and the second in November.

## GOLD MINING.

During the year 1874 many large concessions were made by the local Government to parties for the purpose of gold prospecting. In the north of the colony—a comparatively new field for this industry—concessions varying from 20,000 to 60,000 hectares each in extent have been granted. At Sinnamary, the richest and most populous gold-mining district in the colony, but few new concessions have been made, the land being already taken up to a great distance in the interior. At Approuague and Oyapock extensive tracts of land have been newly acquired and prospected, so that almost the whole civilized part of the colony between its northern and southern limits is now taken up for gold seeking. The total number of acres granted for this purpose during the year was 2,728,280, but the actual number of acres of auriferous ground being worked does not exceed 250. The amount of gold exported from Cayenne during the year was 81,156 oz.; but this is far under the quantity obtained from the land, a large part of which has either not been declared at the custom-house, or been smuggled out of the country. Smuggling appears to have been extensively carried on in the river Maroni, which separates French Guiana from Surinam, and new laws have been made and promulgated in consequence. Foreign vessels now can no longer communicate with the French or right side of the river without a written permit signed by the Commandant Supérieur at St. Laurent, to whom must be made a declaration of the nature of the cargo of the vessel, the object of the voyage, and an engagement to submit to the custom-house dues and to all laws for the repression of contraband. Permission to purchase provisions can be accorded by the Commandant. All owners of placers are strictly forbidden, on pain of withdrawal of their concessions and other penalties, to employ any liberated convict under surveillance without permission from the Commandant at St. Laurent, or to communicate or traffic with any vessel not provided with a permit.

The following regulations have also been made with a view to secure to the Administration a correct knowledge of the quantities of gold obtained at each placer:—

Art. I. Every placer is to be provided with a register, in which the manager is to inscribe, day by day, the quantity of gold found thereon. The register is to be produced for the inspection of the visiting officer of the Government, or to the inspector of immigrants, who are to place their *visas* on the declarations.

Art. II. All gold leaving the placer is to be accompanied by a certificate, *viséd* by the inspector of immigrants, indicating the number of the register, the date on which the gold leaves the placer, the weight of the metal, its destination, the names and professions of the senders, and the name of the person charged with its transport.

Art. III. The certificate is to serve as a pass for the gold, and may be asked for by any agent of police. It is to be deposited at the custom-house on arrival at Cayenne.

Art. IV. The owners of placers are to continue besides to declare monthly the quantity of gold obtained on their establishments.

Art. V. For infraction of the above regulations, fine or imprisonment may be pronounced against the defaulter, and all his gold confiscated.

## PUBLIC HEALTH.

The public health has not been good during the year. Typhoid fever made its appearance in the town at the beginning of the year,



from which the troops were the greatest sufferers. Smallpox, whooping cough, and *fièvres pernicieuses* were widely extended, and in many instances ended fatally among the white and creole population, equally with old and young. Malaria fevers natural to the place were also in great prevalence during the whole of the unhealthy season.

## FINANCE.

The year 1873 closed with a surplus of receipts of 24,255 fr., the expenses having amounted to 1,328,758 fr.

|   | Francs    | c. |
|---|-----------|----|
| The receipts to the 1st October, 1874, were | 1,010,865 | 65 |
| Expenditure .. .. .                         | 925,732   | 72 |
| Leaving a surplus of .. .. .                | 85,132    | 93 |

which has enabled the local Government to obtain a supplementary credit of 66,450 fr. for the purpose of finishing certain public works of urgency, to which the sum of 46,000 fr. was applied for the purchase and laying down of tubes to complete the conveyance of pure water into the town, and for the repair of the reservoir at Mount Cépéron. The financial situation also permitted the renunciation of a former resolution of borrowing from the Caisse d'Immigration the sum of 30,000 fr. for the purchase of materials towards the completion of the above work.

The Caisse de Réserve of the colony contained on the 1st of October, 1874, the sum of 100,110 fr. 63 c.

The receipts for concessions of land alone for gold exploring amounted in 1874 to 195,530 fr., and it is calculated that the receipts for the same during 1875 will amount to at least 230,000 fr.

The following table shows the comparison calculated between the receipts of the financial year 1874 and those of 1875, as also the sources whence the revenue is derived.

|   | 1874.     | 1875.     | Difference. |         |
|---|-----------|-----------|-------------|---------|
|   |           |           | More.       | Less.   |
|   | Francs.   | Francs.   | Francs.     | Francs. |
| House and other municipal taxes, &c. .. .. .  | 192,878   | 191,371   | ..          | 1,507   |
| Custom-house duties .. .. .   | 578,500   | 699,100*  | 120,600     | ..      |
| Fees for drawing up documents of concessions of land for gold exploring, registration, seals of office, &c. .. .. . | 384,370   | 502,805   | 118,435     | ..      |
| The metropolitan subsidy .. .. .  | 110,000   | 110,000   | ..          | ..      |
| Borrowed from "Caisse de Réserve" .. .. .   | 115,000   | 30,000    | ..          | 85,000  |
| Tolls on roads and neighbouring canals .. .. .  | 34,478    | 25,857    | ..          | 8,621   |
| Total .. .. .   | 1,415,226 | 1,559,133 | 239,035     | 95,128  |

Showing in favour of 1875 an augmentation in the receipts, not

\* This item is more than double the amount of receipts at the custom-house in 1871, due strictly to the 5 per cent. duty on the increasing quantities of native gold exported.

including those of the metropolitan subsidy and from the Caisse de Reserve, of 228,907 fr. ; and for the budget altogether, a total difference of 143,907 fr.

The following shows the expenses to which the revenue is applied:—

*Personnel.*—Salaries, office expenses, &c., at the Direction of the Interior, the Administration of the Communes, police, financial services, public instruction, department of bridges, canals and roads, service of the port, printing office, prisons, hospitals, &c., &c.

*Matériel.*—Construction of new public works, repair of public works, bridges, roads, streets of the town, &c.; rent and furnishing of public buildings, lighting streets and civil establishments, repairs of hospitals, judicial establishments, &c.; subsidy towards immigration expenses, expenses at custom-house and colonial treasury, pensions and relief to the poor and destitute, subsidy to the land telegraph, &c., &c.

*Prestations.*—Repair of canals and neighbouring roads.

These expenses may be summed up as follows, comparing those paid in 1874 with those contemplated for 1875:—

|             |    |    |    | 1874.     | 1875.     | Difference. |         |
|-------------|----|----|----|-----------|-----------|-------------|---------|
|             |    |    |    |           |           | More.       | Less.   |
|             |    |    |    | Francs.   | Francs.   | Francs.     | Francs. |
| Personnel   | .. | .. | .. | 451,550   | 465,950   | 14,400      | ..      |
| Matériel    | .. | .. | .. | 929,198   | 1,067,326 | 138,128     | ..      |
| Prestations | .. | .. | .. | 34,478    | 28,857    | ..          | 8,621   |
| Total       | .. | .. | .. | 1,415,226 | 1,559,133 | 182,528     | 8,621   |
| Difference  | .. | .. | .. | ..        | ..        | 143,907     | ..      |

“This satisfactory result,” remarks the Director of the Interior, “is due entirely to the progressive development of the existing taxes, and is exclusively devoted to the defraying of expenses which interest directly the prosperity of the country. It permits us to continue actively the immigration, to achieve or carry on important works of public utility, and assures to agriculture the encouragement so indispensable to its restoration.”

There is nothing further which calls for special mention in connection with the commercial year.

Cayenne, May 19, 1875.

## LA ROCHELLE.

*Report by Vice-Consul Sadler on the Trade and Commerce of La Rochelle for the Year 1874.*

THE district of La Rochelle is essentially agricultural and commercial, and possesses no large manufacturing industries, but the richness of the soil and the advantageous position of the port, give rise to considerable activity in shipping and trade, which have much increased of late years since the opening of the railway to Poitiers, and the creation of the line of the two Charentes.

## SHIPPING.

The total shipping entered in 1874, is given in the following table:—

|  | With Cargoes. |          | In Ballast. |          | Total.  |          |
|--|---------------|----------|-------------|----------|---------|----------|
|  | Number.       | Tonnage. | Number.     | Tonnage. | Number. | Tonnage. |
| French steamers ...                      | 52            | 21,157   | 1           | 190      | 53      | 21,347   |
| " sailing vessels ...                    | 145           | 13,968   | ...         | ...      | 145     | 13,968   |
| British steamers ...                     | 29            | 13,351   | 1           | 242      | 30      | 13,593   |
| " sailing vessels ...                    | 12            | 1,364    | ...         | ...      | 12      | 1,364    |
| Other nationalities' sailing vessels ... | 18            | 6,760    | ...         | ...      | 18      | 6,760    |
| Total ...                                | 256           | 46,600   | 2           | 432      | 258     | 47,032   |

Of the British vessels, only one steamer and three sailing vessels cleared with cargo, as will be seen in the table of British shipping, and of the vessels of other nationalities, only two (aggregate tonnage 712) cleared with outward freight. The coasting trade has been unfavourably influenced by the railway competition, which has put a stop to the line of steamers formerly plying to Bordeaux, and to much of the trade which was carried on by vessels proceeding to the Channel. Four French steamships of about 400 tons burthen each are permanently employed in the coal trade with Cardiff, and small passenger and merchandize steamers run daily to the Ile de Ré and the Ile d'Oleron.

TABLE of the British Shipping in the Direct and Indirect Trade frequenting the Port in 1874, with their Cargoes.

## ENTERED.

|                     | Vessels. |          |        | Cargoes.     |           |                    |
|---------------------|----------|----------|--------|--------------|-----------|--------------------|
|                     | Number.  | Tonnage. | Crews. | Nature.      | Quantity. | Approximate Value. |
|                     |          |          |        |              | Tons.     | £                  |
| Direct trade—       |          |          |        |              |           |                    |
| Steamers ...        | 29       | 13,351   | 537    | Coal ...     | 23,607    | 20,985             |
| Sailing vessels ... | 6        | 725      | 34     | " ...        | 1,319     | 950                |
|                     | 4        | 483      | 24     | Pitch ...    | 774       | 835                |
|                     | 1        | 59       | 4      | Guano ...    | 106       | 1,350              |
| Indirect trade—     |          |          |        |              |           |                    |
| Steamers ...        | 1        | 242      | 16     | Ballast ...  | ...       | ...                |
| Sailing vessels ... | 1        | 97       | 5      | Molasses ... | 157       | 3,200              |
| Total ...           | 42       | 14,957   | 620    | ...          | 25,963    | 27,320             |

## CLEARED.

|                     | Vessels. |          |        | Cargoes.    |           |                    |
|---------------------|----------|----------|--------|-------------|-----------|--------------------|
|                     | Number.  | Tonnage. | Crews. | Nature.     | Quantity. | Approximate Value. |
|                     |          |          |        |             | Tons.     | £                  |
| Direct trade—       |          |          |        |             |           |                    |
| Steamers... ..      | 1        | 242      | 16     | Wheat ...   | 411       | 4,600              |
|                     | 11       | 5,357    | 198    | Ballast ... | ...       | ...                |
|                     | 1        | 59       | 4      | Wheat ...   | 107       | 1,200              |
| Sailing vessels ... | 1        | 91       | 5      | Salt ...    | 163       | 80                 |
|                     | 1        | 92       | 4      | Barley ...  | 127       | 1,270              |
|                     | 1        | 130      | 6      | Ballast ... | ...       | ...                |
| Indirect trade—     |          |          |        |             |           |                    |
| Steamers ... ..     | 18       | 7,994    | 339    | " ...       | ...       | ...                |
| Sailing vessels ... | 8        | 992      | 48     | " ...       | ...       | ...                |
| Total ... ..        | 42       | 14,957   | 620    | ...         | 808       | 7,150              |

## IMPORTS AND EXPORTS.

TABLE showing the principal Imports and Exports in 1874, with their Quantity.

## IMPORTS.

| Nature.         | Quantity. |
|-----------------|-----------|
|                 | Tons.     |
| Coal .. ..      | 62,856    |
| Pitch .. ..     | 2,720     |
| Wood .. ..      | 592       |
| Petroleum .. .. | 980       |
| Guano .. ..     | 3,061     |
| Bricks .. ..    | 123       |
| Slates .. ..    | 19        |
| Molasses .. ..  | 302       |
| Ice .. ..       | 443       |

## EXPORTS.

| Nature.                          |            | Quantity. |
|----------------------------------|------------|-----------|
| Fir piles for mining purposes .. | Cubic feet | 25,581    |
| Barley .. ..                     | Tons ..    | 280       |
| Brandy .. ..                     | Litres ..  | 36,713    |
| Wine .. ..                       | " ..       | 72,640    |
| Salt .. ..                       | Tons ..    | 1,640     |
| Wheat .. ..                      | " ..       | 505       |
| Cheese .. ..                     | " ..       | 1,478     |

No material change has taken place in the imports and exports as compared with previous years.

## THE PORT.

As a maritime port, La Rochelle presents very great advantages, protected as it is from all winds by the Ile de Ré and the Ile d'Oleron; the extensive roadsteads are safe and easy of access, and the harbour and dock can be entered with facility by day and by night. Since the

dredging which was carried on from 1862 to 1865, vessels of the same tonnage can enter La Rochelle as Bordeaux, where the tide does not rise so high, and discharge their cargoes into railway trucks alongside the quay.

Besides the outer and inner harbour, there are two docks, the smaller of which, the inner one, has 5 feet 4 inches less depth of water than the outer.

The outer and larger dock is connected with the station of the Orleans Railway, and that of the two Charentes by a line of rail running along the quay; both of these stations are in the immediate vicinity. The dock has an area of 7 acres 2,066 square yards, and the length of the quay surrounding it is 999 yards.

The entrance sluice is 54 feet wide, and being 3 feet below the level of the lowest tide, the depth of water in the dock is as follows: 18 feet at neap tides, 21 feet 11 inches at spring tides, and 24 feet 2½ inches at equinoctial tides.

The port possesses at present no dry dock, but a gridiron of 196 feet in length is placed gratuitously at the disposal of all ships frequenting the port. The draught of water of the unladen vessels which can be placed on this gridiron is 6 feet 2½ inches at neap tides, 10 feet 1½ inches at spring tides, and 12 feet 5 inches at equinoctial tides, as the upper surface of the stocks upon which the keel is placed is 11 feet 9½ inches above the level of the bottom of the dock.

During 1874, the dock has been cleansed of the deposit, which in the space of six years had accumulated to the depth of 37¼ inches.

Cognac is now in direct railway communication with La Rochelle, and were the advantages of this port more fully taken into consideration, the brandies which are now sent down the river from Cognac, and re-shipped at Tonnay-Charente, could more easily be conveyed by rail to and shipped at La Rochelle, where vessels are not subject to the delay and inconveniences of passing a naval port like Rochefort.

Pending the development of plans which will one day admit of the largest transatlantic steamers entering the port of La Rochelle, namely, the deepening and widening the channel, and the creation of a new floating dock, for which a large tract of marsh land owned by the Government, adjoining the present dock, and of little present value, affords unusual facility, large steamers could take advantage of excellent moorings in 5 or 5½ fathoms at lowest tide which exist in the direct channel within five miles of the dock, or could lay inside the Isle de Ré. Buoys to which these vessels could be moored might be easily be placed, and by means of small steamers passengers and merchandize could be embarked or landed at small expense, and thus avoid the dangers of the entrance to the river at Bordeaux, from which place La Rochelle is distant but 6 hours 43 minutes by rail.

No change has taken place in the lights or buoys in 1874.

#### CUSTOMS RECEIPTS.

The custom-house receipts in 1874 were as follows:—

|  | £       |
|--|---------|
| Customs duties on imports .. ..        | 14,089  |
| "    exports .. ..                     | nil     |
| Navigation dues .. ..                  | 1,260   |
| Taxes on articles of consumption .. .. | 94,003  |
| Sanitary dues .. ..                    | 225     |
| Sundry small dues (stamps, &c.) .. ..  | 550     |
| Total .. ..                            | 110,127 |



No change has been made in 1874 in the dues levied by the custom-house authorities.

#### RAILWAYS.

The quantity of goods, arrival and departure included, entered at the station of the Orleans Railway at La Rochelle in 1873, amounted to 134,776 tons, against 133,120 tons in 1872, 88,360 tons in 1867, and 49,816 tons in 1862. The amount of goods forwarded and delivered at the station of the railway of the two Charentes in 1873 was 11,814 tons. The railway charges for the transport of coal into the interior have been lowered, and this place no longer labours under the disadvantages of a differential rate as formerly, as compared with Bordeaux and Nantes.

#### LOCAL INDUSTRIES.

The only important manufactory at La Rochelle is one of coal bricks; this is in a flourishing condition and employs 102 men, who receive 4*s.* 9*d.*, 3*s.* 8*d.*, and 2*s.* 11*d.* per day, according to their work. There is no other industrial establishment employing more than twenty or twenty-five hands, except occasionally the building trade. The manufacture of brandy has been much hindered by the high duty on alcohol, which amounts to 1 fr. 50 c. the litre; still, owing to the extraordinary yield of the vineyards in 1874, a large quantity of brandy has this year been distilled.

The extent of the salt marshes in the principality, which only includes the Ile de Ré, La Rochelle and its environs, is 5,540 acres, owned by 3,444 small proprietors. The number of hands engaged in the manufacture and transport of the salt is 4,110, and the quantity produced about 54,000 tons. The amount exported from La Rochelle in 1872 was 74,785 tons, viz., 58,572 in the coasting trade, 1,117 in French, and 3,171 in foreign vessels in the foreign trade; 8,908 tons were consumed in the deep sea, and 3,017 in the coast, fisheries.

#### FISHERIES.

La Rochelle ranks about twelfth among the ports of France in the extent of its fisheries, but it derives much additional importance from the fact that the larger boats belonging to Dieppe, Trouville, Fécamp, and other ports, to the number annually of about 150, frequent the port on account of the greater safety of the harbour, and because they are not subject here to the same losses and damage as in the more rocky fisheries of the channel. The produce of these channel fishing boats brought and sold here, may be estimated at about 60,000*l.* or 70,000*l.* per annum.

The following table shows the value of the fisheries of La Rochelle in 1873:—

|                                |    |    |    |    | £       |
|--------------------------------|----|----|----|----|---------|
| Iceland cod fishery            | .. | .. | .. | .. | 940     |
| Fresh mackerel                 | .. | .. | .. | .. | 1,840   |
| Fresh fish other than mackerel | .. | .. | .. | .. | 29,120  |
| Mussels and other shell fish   | .. | .. | .. | .. | 6,220   |
| Shore fisheries                | .. | .. | .. | .. | 42,220  |
| Total                          | .. | .. | .. | .. | 100,340 |

Being an increase of 9,568*l.* over the year 1872.

321 boats were engaged in the various fisheries, with an aggregate burthen of 2,380 tons, manned by 748 men, while nearly 3,700 men are employed in the shore fisheries.

A considerable increase has taken place in the take of fresh fish, in consequence of the formation of a company in 1872, which is doing a large trade, and employs four steam vessels specially fitted for the purpose, ice being extensively used on board, and also in packing the cases for transmission to Paris by rail.

The quantity of fresh fish sent to Paris in 1873 by the Orleans Railway was 2,512 tons, not including shell fish. The Iceland cod fishery, which employed 2 boats (68 tons) in 1873, having proved unremunerative, has ceased to exist. Mussels are very abundant and prices low, but oysters seem to have nearly disappeared from the immediate neighbourhood. The shore fisheries are invariably productive.

The value of the fisheries of the Ile de Ré in 1873 was 20,188*l.*, of which 11,861*l.* were derived from the fresh fish, and 2,745*l.* from the mackerel fishery; 153 boats, total tonnage 1,015, being engaged, manned by 299 men.

#### HARVEST AND VINTAGE.

Little else is cultivated in the neighbourhood of La Rochelle beyond wheat and vines, with here and there patches of oats, barley, and rape-seed. The harvest of 1874 was universally good, and the vintage so abundant, that this year's white wine of excellent quality is valued at about 15 fr. the barrel of 220 litres, while the inferior wine of 1873 fetched 50 fr.; this year's red wine, which is also of superior quality, is worth about 40 fr. the barrel of 220 litres, while that of 1873 sold as high as 70 fr. to 80 fr.

Large quantities of the wine grown in this district are sent to Paris for mixture with the stronger wines of the south, and then qualified as Bordeaux, while a small quantity is exported.

#### FOOD AND LABOUR.

The following is the average price of the principal articles of food during 1874, being somewhat lower than that of the preceding year:—

|                        |    |    |    |    | Per Kilo. |    |
|------------------------|----|----|----|----|-----------|----|
|                        |    |    |    |    | Fr.       | c. |
| Bread, 1st quality..   | .. | .. | .. | .. | 0         | 40 |
| „ 2nd „ ..             | .. | .. | .. | .. | 0         | 33 |
| „ 3rd „ ..             | .. | .. | .. | .. | 0         | 27 |
| Beef, 1st quality ..   | .. | .. | .. | .. | 1         | 80 |
| „ 2nd „ ..             | .. | .. | .. | .. | 1         | 45 |
| Veal, 1st quality ..   | .. | .. | .. | .. | 2         | 00 |
| „ 2nd „ ..             | .. | .. | .. | .. | 1         | 65 |
| Mutton, 1st quality .. | .. | .. | .. | .. | 1         | 85 |
| „ 2nd „ ..             | .. | .. | .. | .. | 1         | 50 |
| Pork, 1st quality ..   | .. | .. | .. | .. | 1         | 60 |
| „ 2nd „ ..             | .. | .. | .. | .. | 1         | 35 |

Co-operative bakeries have been established in the town and in many of the neighbouring villages; they bake only bread of the first quality, which is supplied to subscribers at about 10 c. per kilo. below the price above stated. The consumption per head of butcher's meat in 1873 was nearly 41 kilos., and of wine about 233 litres.

The condition of the working class is good, and wages have risen one-third within the last ten years. Articles of consumption in general have increased from 30 to 40 per cent. in fifteen years, while meat has nearly doubled in price during that time.

The rate of wages per day in the town is as follows:—

|   | Fr. | c. | Fr. | c.   |
|---|-----|----|-----|------|
| Day labourers, from .. .. .                     | 2   | 50 | to  | 3 00 |
| Stone cutters .. .. .                           | 3   | 50 |     | 5 00 |
| „ masons .. .. .                                | 3   | 00 |     | 3 50 |
| Paviours .. .. .                                | 3   | 00 |     | 4 50 |
| Carpenters, foremen .. .. .                     | 4   | 00 |     | 5 00 |
| „ workmen .. .. .                               | 3   | 00 |     | 4 00 |
| Joiners, master .. .. .                         | 4   | 00 |     | 5 00 |
| „ workmen .. .. .                               | 3   | 50 |     | 4 00 |
| Locksmiths, blacksmiths, tinmen, plasterers ..  | 3   | 50 |     | 4 50 |
| Glaziers .. .. .                                | 3   | 00 |     | 4 50 |
| Upholsterers .. .. .                            | 4   | 00 |     | 5 00 |
| Labourers in the country and vineyards receive— |     |    |     |      |
| In winter .. .. .                               | 2   | 00 |     | 2 50 |
| In summer .. .. .                               | 3   | 00 |     | 3 50 |

## MISCELLANEOUS.

The population of La Rochelle is 19,506, of which about 1,000 are Protestants; that of the department of Charente Inférieure is 465,658, of which number about 18,000 are Protestants.

The number of births, marriages, and deaths has been as follows:—

|                   | 1873. | 1874. |
|-------------------|-------|-------|
| Births.. .. .     | 443   | 470   |
| Marriages .. .. . | 138   | 164   |
| Deaths .. .. .    | 534   | 490   |

The average rate of exchange during the year has been 25 fr. 17½ c. per 1*l.* sterling; the bankers take the rate of exchange at Paris, and charge in addition from 7 c. to 15 c. per 1*l.* sterling.

La Rochelle, January 27, 1875.

## NANTES.

*Report by Consul Clipperton on the Trade and Commerce of Nantes for the Year 1874.*

It has been a general complaint during the past year that there was no business doing, and that the stagnation was universal in France. Some attributed the cause to the want of confidence in the Government, others to a tendency to gamble on the stock exchange, thereby withdrawing capital from legitimate business transactions; but it is more probable that the different branches which some considered as special only to themselves have been gone into by others, consequently competition provides a sufficiency for many instead of large fortunes for few, so that this complaint made by all is proved by custom-house returns and commercial statistics to be a fallacy *in toto*.

Considering coal to be the basis of all industrial operations, the importation of this mineral proves that the demand has been great; for by the custom-house returns of importation to Nantes and St. Nazaire, it will be seen that there is an increase of upwards of 28,000 tons over the imports during the year 1873.

The carrying trade in British ships is also larger during the year 1874 than in 1873, which, in consequence of almost the entire importations of Guano having been carried in French bottoms, was expected to have fallen off at St. Nazaire in tonnage if not in number.

The following are tables showing the direct and indirect trade in British ships during the year 1874:—







EXPORTATION.

NANTES.

1471

|                     |    | 1873.     | 1874.     | Increase. | Decrease. | Countries to which Exported.                        |
|---------------------|----|-----------|-----------|-----------|-----------|---|
| Wheat and flour     | .. | 54,009    | 39,430    | ..        | 14,579    | England, Sweden, Norway, Belgium, Holland.          |
| Potatoes            | .. | 2,650     | 1,687     | ..        | 963       | England, Sweden, Norway, Belgium, Holland, Cayenne. |
| Fresh vegetables    | .. | 138       | 138       | ..        | 10        | England, Mauritius, French Colonies.                |
| Dried vegetables    | .. | 184       | 271       | 87        | ..        | " " " "   |
| Rice                | .. | 809       | 895       | 6         | ..        | " " " "   |
| Ships' biscuit      | .. | 93        | 126       | 33        | ..        | " " " "   |
| Salted meat         | .. | 529       | 732       | 203       | ..        | " " " "   |
| Salted butter       | .. | 477       | 729       | 252       | ..        | " " " "   |
| Cheese              | .. | 217       | 173       | ..        | 44        | " " " "   |
| Tallow and grease   | .. | 453       | 233       | ..        | 225       | Mauritius, French Colonies.                         |
| Preserved fish      | .. | 629       | 922       | 293       | ..        | England, Brazil, French Colonies.                   |
| Refined sugar       | .. | 11,646    | 10,963    | ..        | 683       | England, Plata, Chili, Sweden, Spain.               |
| Treadle             | .. | 2,133     | 2,412     | 279       | ..        | Sweden, Norway, Denmark.                            |
| Wine                | .. | 2,185,719 | 2,104,913 | ..        | 80,806    | England, Mauritius, Guadeloupe, Brazil.             |
| Sweet wine          | .. | 450,743   | 166,110   | ..        | 284,63    | " " " "   |
| Brandy              | .. | 197,202   | 245,182   | 47,980    | ..        | England, Mauritius, Havanna, Brazil.                |
| Liqueurs            | .. | 72,803    | 72,068    | ..        | 735       | French Colonies, Mauritius.                         |
| Beer                | .. | 63,712    | 102,380   | 38,668    | ..        | " " " "   |
| Vinegar             | .. | 80,709    | 182,508   | 101,799   | ..        | " " " "   |
| Olive oil           | .. | 140       | 238       | 98        | ..        | " " " "   |
| Seeds oil           | .. | 221       | 82        | ..        | 139       | Italy, Germany, Algeria, Cayenne.                   |
| Oil seed            | .. | 2         | 2         | ..        | ..        | Réunion, Mauritius.                                 |
| Oil seed cake       | .. | 1,220     | 2,185     | ..        | ..        | Martinique, England, Belgium.                       |
| Soap                | .. | 74        | 68        | ..        | 6         | Réunion, Brazil, Havanna.                           |
| Coal                | .. | 7,134     | 21,719    | 14,585    | ..        | Steamers. Réunion, Italy.                           |
| Iron ore            | .. | 536       | 945       | 409       | ..        | England.  |
| Flat iron and rails | .. | 1,068     | 662       | ..        | 405       | Russia, United States, Réunion, Italy.              |
| Zinc                | .. | 48        | 37        | ..        | 11        | French Colonies.                                    |

|                         |           | 1873.     | 1874      | Increase. | Decrease. | Countries to which Exported.                                     |
|-------------------------|-----------|-----------|-----------|-----------|-----------|--|
| Ironmongery ..          | Tons ..   | 3,436     | 2,633     | ..        | 803       | Switzerland, Italy, French Colonies, Austria.                    |
| Machines and engines .. | Fr. ..    | 1,410,371 | 1,192,404 | ..        | 217,967   | Italy, Spain, Brazil, French Colonies, Réunion, Brazil, England. |
| Arms ..                 | ..        | 12        | 31        | 19        | ..        | Cayenne, Guadeloupe, England.                                    |
| War material ..         | ..        | 13        | 33        | 20        | ..        | England, French Colonies.  |
| Bone dust ..            | ..        | 1,451     | 2,016     | 565       | ..        | Mauritius, ..  |
| Lime ..                 | ..        | 773       | 540       | ..        | 333       | ..   |
| Bricks ..               | Piece ..  | 769,315   | 751,736   | ..        | 17,579    | ..   |
| Slates ..               | ..        | 1,697     | 4,927     | 2,830     | ..        | French Colonies.   |
| Manure ..               | ..        | 1,303     | 1,991     | 647       | ..        | England, Norway, Sweden.   |
| Ochre ..                | ..        | 169       | 30        | ..        | 139       | Havanna, England, French Colonies.                               |
| Hoops ..                | Piece ..  | 4,579,694 | 6,934,162 | 1,954,508 | ..        | 4  |
| Hemp ..                 | ..        | 8         | 4         | ..        | ..        | ..   |
| Straw, hay, bran ..     | ..        | 610       | 891       | 241       | ..        | ..   |
| Mules ..                | Head ..   | 898       | 553       | ..        | 302       | ..   |
| Woollen goods ..        | ..        | 979       | 561       | ..        | 418       | ..   |
| Cotton goods ..         | ..        | 1,273     | 753       | ..        | 520       | ..   |
| Linen ..                | ..        | 282       | 276       | ..        | 6         | ..   |
| Hides ..                | ..        | 88        | 304       | ..        | 151       | ..   |
| Leather goods ..        | ..        | 367       | ..        | ..        | ..        | England, Mexico, French Colonies.                                |
| Ropes ..                | ..        | 280       | 214       | ..        | 46        | Mauritius, ..  |
| Furniture ..            | Fr. ..    | 309,296   | 390,320   | 85,024    | ..        | ..   |
| Paper ..                | Kilos. .. | 631       | 613       | ..        | 18        | Sweden, England, Havanna, Mexico, Réunion.                       |
| Books ..                | ..        | 179       | 150       | ..        | 29        | Mexico, French Colonies.   |
| Candles ..              | Fr. ..    | 171,149   | 86,943    | ..        | 84,602    | ..   |
| Stearic acid ..         | ..        | 60        | 4         | ..        | 56        | ..   |
| Millinery ..            | ..        | 582       | 445       | ..        | 137       | ..   |
| Dresses ..              | Fr. ..    | 303,075   | 224,287   | ..        | 78,788    | ..   |

## IMPORTATION.

| Principal Goods Imported. |    | Tons | 1873.   | 1874.   | Increase. | Decrease. | Principal Countries whence Imported.                            |
|---------------------------|----|------|---------|---------|-----------|-----------|---|
| Raw foreign sugar         | .. |      |         |         |           |           |   |
| Coffee ..                 | .. | ..   | 47,929  | 44,256  | ..        | 3,673     | Mauritius, Dutch and Spanish Colonies, Guadeloupe, and Réunion. |
| Cocoa ..                  | .. | ..   | 2,095   | 1,004   | ..        | 1,091     | Hayti, Brazil, New Grenada, French Colonies.                    |
| Pepper ..                 | .. | ..   | 1,203   | 1,785   | 582       | ..        | Brazil, Hayti, Cuba, New Grenada, French Colonies.              |
| Vanille ..                | .. | ..   | 15      | 1       | ..        | 14        | England, India.   |
| Tea ..                    | .. | ..   | 4       | 6       | 2         | ..        | West Africa, Guadeloupe, Réunion.                               |
| Rice ..                   | .. | ..   | 1       | 1       | ..        | ..        | England, China.   |
| Cloves ..                 | .. | ..   | 8,352   | 8,035   | ..        | 317       | England, India, Italy.  |
| Olive oil ..              | .. | ..   | 21      | 4       | ..        | 17        | Réunion, Cayenne.   |
| Palm " ..                 | .. | ..   | 1,195   | 1,384   | 189       | ..        | Spain, Italy.   |
| Arachides ..              | .. | ..   | 16      | 92      | 76        | ..        | England.  |
| Sesame seeds ..           | .. | ..   | 4,206   | 4,525   | 319       | ..        | Africa.   |
| Corn and wheat ..         | .. | ..   | 400     | 543     | 143       | ..        | India.  |
| Coal ..                   | .. | ..   | 1,281   | 9,009   | 7,728     | ..        | England, Portugal.  |
| Iron ..                   | .. | ..   | 309,479 | 321,090 | 11,611    | ..        | England.  |
| Castings ..               | .. | ..   | 7,755   | 2,397   | 340       | ..        | Sweden, England, Belgium.                                       |
| Iron ore ..               | .. | ..   | 971     | 6,546   | ..        | 1,239     | England, Spain.   |
| Lead ..                   | .. | ..   | 5,687   | 534     | ..        | 437       | Spain.  |
| Tin ..                    | .. | ..   | 205     | 5,122   | ..        | 565       | Spain, Italy.   |
| Copper ..                 | .. | ..   | 388     | 193     | ..        | 12        | Holland, England, Dutch Colonies.                               |
| Zinc ..                   | .. | ..   | 506     | 677     | 289       | ..        | England.  |
| Building wood ..          | .. | ..   | 32,746  | 579     | 73        | ..        | Holland, Germany.   |
| Staining " ..             | .. | ..   | 369     | 23,026  | ..        | 9,720     | Prussia, Sweden, Norway, Germany.                               |
| Furniture ..              | .. | ..   | 74      | 30      | ..        | 339       | Mauritius, Hayti, French Colonies.                              |
| Tallow and grease ..      | .. | ..   | 20      | 150     | 76        | ..        | England, French Colonies.                                       |
| Cotton ..                 | .. | ..   | 222     | 1       | ..        | 19        | England, Italy.   |
|                           | .. | ..   |         | 775     | 553       | ..        | England, New Grenada, Venezuela, Spanish Colonies.              |

| Principal Goods Imported.  |    | 1873. | 1874.  | Increase. | Decrease. | Principal Countries whence Imported.              |
|----------------------------|----|-------|--------|-----------|-----------|---|
| Hemp                       | .. | ..    | 298    | ..        | 124       | Russia, Germany, England.                         |
| Flax                       | .. | ..    | 821    | 310       | ..        | ..  |
| Jute                       | .. | ..    | 103    | 35        | ..        | England.  |
| Dry and salted hides       | .. | ..    | 360    | ..        | 107       | England, French Colonies, Mexico.                 |
| French codfish             | .. | ..    | 181    | ..        | 427       | Newfoundland.                                     |
| Norwegian lastfish         | .. | ..    | 57     | ..        | ..        | Norway.   |
| Dutch cheese               | .. | ..    | 296    | 22        | ..        | Holland.  |
| Dried fruits               | .. | ..    | 2,440  | ..        | 173       | Holland, Portugal, Spain, Austria, Italy, Turkey. |
| Oranges and lemons         | .. | ..    | 555    | ..        | 29        | Portugal, Spain.                                  |
| Rum and tafia              | .. | ..    | 269    | 209       | ..        | French Colonies.                                  |
| Wines and liqueurs         | .. | ..    | 1,227  | 892       | ..        | England, Portugal, Spain, Italy, Holland.         |
| Bone dust and manure       | .. | ..    | 14,253 | ..        | 6         | Holland, England, Belgium, Germany.               |
| Gnano                      | .. | ..    | 21,169 | 3,831     | ..        | Belgium, Peru.                                    |
| Salts and sulphate of soda | .. | ..    | 549    | 8         | ..        | England.  |
| Natural phosphates         | .. | ..    | 177    | 542       | ..        | Portugal, Holland.                                |
| Pitch and tar              | .. | ..    | 12,324 | 3,404     | ..        | England, United States.                           |



## SUGAR REFINERIES.

Sugar transactions are generally considered the chief and most important on change at Nantes. The following quantities of sugar have been refined at Nantes during the year 1874:—

|  | Kilos.     |
|--|------------|
| Raw sugar entered as for consumption—      |            |
| French colonial sugar .. .. .              | 20,223,500 |
| Foreign sugar .. .. .                      | 5,627,100  |
| Beetroot sugar .. .. .                     | 9,347,764  |
| Sugar declared as for temporary admission— |            |
| French colonial and foreign sugar .. ..    | 17,562,100 |
| Beetroot sugar .. .. .                     | 2,032,880  |
| Total .. .. .                              | 54,793,344 |

There is a decrease of the quantity refined in 1874 as compared with that of 1873 (which amounted to 62,765,664 kilos.) of 7,972,320 kilos. The exportations of refined sugar to England have increased yearly, and by the following table it is clear that England is, far beyond other countries, the largest buyer on the Nantes market:—

## EXPORTATION of Refined Sugar.

| Destination.                                 | 1870.     | 1871.     | 1872.      | 1873.      | 1874.      |
|--|-----------|-----------|------------|------------|------------|
|  | Kilos.    | Kilos.    | Kilos.     | Kilos.     | Kilos.     |
| Switzerland... .. .                          | 394,027   | 399,377   | 921,510    | 849,388    | 753,829    |
| Italy ... .. .                               | 1,259,246 | 1,385,030 | 446,719    | ...        | 43,321     |
| England ... .. .                             | 2,629,060 | 1,398,633 | 3,581,383  | 4,061,914  | 5,133,576  |
| Sweden ... .. .                              | 463,782   | 976,716   | 2,908,263  | 3,605,795  | 1,710,547  |
| Norway ... .. .                              | 277,895   | 841,437   | 1,030,603  | 1,098,958  | 1,179,805  |
| Denmark ... .. .                             | ...       | ...       | 61,580     | 214,967    | 114,561    |
| French colonies ... .. .                     | 18,683    | 185,000   | 10,914     | 13,222     | 17,172     |
| Belgium ... .. .                             | ...       | 288,401   | ...        | 63,908     | 30,504     |
| Spain ... .. .                               | ...       | 267,707   | 649,966    | 552,865    | 682,476    |
| United States ... .. .                       | ...       | 127,255   | 5,327      | 9,584      | ...        |
| Algeria ... .. .                             | 92,482    | 100,704   | 81,959     | 48,874     | 32,376     |
| Various ... .. .                             | 987,324   | 127,212   | 1,076,288  | 1,145,004  | 1,261,971  |
| Exportation direct from St. Nazaire ... .. . | 413       | 4,989     | 8,440      | 1,064      | 1,996      |
| Total... .. .                                | 6,122,912 | 6,102,461 | 10,782,952 | 11,645,543 | 10,962,134 |

## COALS.

Coals form the next important branch of the trade, the carrying of which procures continual employment and remuneration to the majority of French vessels sailing from Nantes. The certainty of this trade has induced many seafaring men, such as "Capitaines au Cabotage," to invest their savings in vessels to sail between Cardiff and Nantes, St. Nazaire, or other French ports generally, clearing in ballast to return with coal.

A return of the number of vessels hailing from Nantes and St. Nazaire, which have entered at Cardiff during the four past years, shows that the trade has increased.

RETURN of Vessels from Nantes and St. Nazaire, entered at Cardiff during the past Four Years.

| Years.     | Port of Registry. |          |              |          | Total.   |          |
|------------|-------------------|----------|--------------|----------|----------|----------|
|            | Nantes.           |          | St. Nazaire. |          | Vessels. | Tonnage. |
|            | Vessels.          | Tonnage. | Vessels.     | Tonnage. |          |          |
| 1870 .. .. | 241               | 34,825   | 15           | 1,361    | 256      | 36,186   |
| 1871 .. .. | 269               | 34,724   | 17           | 1,646    | 286      | 36,370   |
| 1872 .. .. | 286               | 38,240   | 10           | 736      | 296      | 38,976   |
| 1873 .. .. | 287               | 46,880   | 11           | 1,060    | 298      | 47,940   |

The clearances from Cardiff of sailing and steam vessels for Nantes and St. Nazaire are as follows:—

|                        | 1871.   |         | 1872.   |         | 1873.   |         |
|------------------------|---------|---------|---------|---------|---------|---------|
|                        | Number. | Tons.   | Number. | Tons.   | Number. | Tons.   |
| To St. Nazaire—        |         |         |         |         |         |         |
| Steamers... ..         | 164     | 133,583 | 200     | 143,174 | 163     | 147,214 |
| Sailing vessels ... .. | 23      | 5,763   | 18      | 4,241   | 18      | 3,679   |
| To Nantes—             |         |         |         |         |         |         |
| Sailing vessels ... .. | 196     | 31,629  | 202     | 32,649  | 199     | 31,759  |
| Steamers... ..         | 1       | 950     | 2       | 450     | 1       | 432     |
| Total ... ..           | 384     | 171,925 | 422     | 180,714 | 381     | 183,084 |

The above figures prove sufficiently that the demand for coal has augmented each year, and there is every prospect that the supply will not fall off. The other branches of trade show similar satisfactory results, with the exception of the branch of alimentary preserves usually termed

#### THE SARDINE TRADE.

This export trade was found to have fallen off to such a great extent that it was deemed advisable to bring it to the knowledge of the Minister of Commerce, who requested information from the French consuls abroad through the Minister for Foreign Affairs. The United States being the principal buyer of this article were applied to in the first instance, and the truth was learnt as to the exact state of the market through a despatch from the French Consul-General at New York. This despatch, dated 2nd February, 1874, mentions that there was always a preference and a large demand for "Sardines à l'huile," of French manufacture, which being in hermetically closed boxes, were, until within the last three or four years, sold and delivered as trustworthy goods. Lately, however, it was discovered that spurious fish, such as sprats, mackerel, and even more common species were introduced, and that the oil was of a very inferior quality, rendering this very useful and delicious friandises, when genuine, a most disagreeable and unpalatable addition when found to be counterfeited.

It was discovered that at least 40 per cent. of the importations were false, and as the fraudulent importers and contractors with the manufacturers found the trade advantageous owing to the price being necessarily lower than the real sardines, fresh importations of the spurious

fish were made and sent off into the interior. The fraud was of course discovered after a short time, and the general demand for sardines fell in consequence, leaving a large stock on hand.

The trade appears to have been largely developed immediately after the American civil war, for about that time the number of manufacturers increased considerably. The success obtained by a few encouraged others to commence, the effect of which was to lower the prices. Two consecutive years of plenty lowered the prices still more, but the year following was very unpropitious. Nevertheless, the exporters, assured of a ready sale, made very low contracts with the manufacturers, and were most exacting that the contracts should be punctually carried out, at least in quantity if not in quality.

Till the year 1872 the produce was disposed of with facility, and the season of 1873 commenced with such a minimum quantity of stock that the great produce of that year (about 600,000 cases) was disposed of, but does not appear to have been consumed; for during the season of 1874, certainly one of the least favourable as regards the fisheries, there was no demand and a large stock on hand. The ordinary yearly production of sardines is between 400,000 and 500,000 cases, each case containing 100 boxes, of which it is estimated that France consumes 70,000 cases, or on an average one box for each five inhabitants.

With a view to protect the buyers in future from contractors exporting a bad article at very cheap rates, bought from inferior manufacturers and afterwards selling according to the market rate, steps have been lately taken to form a syndicate, whose duties will be to watch, as far as it is possible, that rules and regulations agreed to by all in the trade should be strictly complied with, and having full powers to grant a mark or certificate guaranteeing that the merchandize is of a sound and marketable quality, the quality to be determined each season and to be considered as accepted. Until further guarantees are offered, buyers of sardines à l'huile for family consumption will do well to ask for the mark of Messrs. Phillippe and Co., Louis Levesque, or Blon and Charbonnier. These firms are of the highest respectability, and most conscientious as to the materials they make use of in their manufactures.

#### WINES.

The Department of the Loire Inférieure is one of the most important in France in regard to its wine produce. On the left bank of the river there are upwards of 30,000 hectares of vineyards, while above Nantes both banks are well covered with vines. Unfortunately, owing to the northern position of the Department, the vines are subject to attacks from frosts; but should the flowering and early season be got over favourably, the crop may be considered to belong to the fifth or sixth degree in importance, according to the quantity of grapes. Three qualities of white grapes are grown, namely, Le Gros Plant, Le Muscadet, and Le Pineau.

The Gros Plant produces a hard, rough, and sharp wine, chiefly used for making an excellent quality of vinegar, known as the "vinaigre d'Orléans."

The Muscadet gives a light, delicate, and very agreeable wine, where the vines are planted on hills well exposed to the sun and air, and, it must also be added, when the proprietor understands how to look after them properly.

The Pineau has more body, but is not considered so delicate in taste as good Muscadet.

For several years past, attempts have been made to grow the red grape, but as yet the results have not shown a complete success.

The best white wines of Muscadet are found in the districts of Valet, La Chapelle Heulin, Maisdon, Mouzillon, Misonières, and Chateau Thebaud, and the best qualities of "le Pineau," are in the neighbourhood of Montrelais, Varades, St. Herblon, and Couffé.

When the grapes are gathered from plants growing on a soil not giving an earthy taste, and the pressing carefully attended to, the wine acquires an undoubted merit in good seasons, and the vintages of 1865, 1868, 1869, and 1870, were certainly equal to the Vins de Graves and Chablis, with the difference of being less expensive. The average grower's price is 50 fr. the barrel.

The present system of putting in casks is defective, as they are not sufficiently strong to undergo long journeys; this might be rectified if the principal proprietors would agree to adopt the Bordeaux cask.

The following table shows the vintages of preceding years:—

| Years. |    |    |    | Quantity.    | Quality.         | Average Price. |
|--------|----|----|----|--------------|------------------|----------------|
|        |    |    |    | Hectolitres. |                  | Francs.        |
| 1863   | .. | .. | .. | 1,520,700    | Ordinary ..      | 90             |
| 1864   | .. | .. | .. | 2,454,156    | Good ..          | 35             |
| 1865   | .. | .. | .. | 2,358,096    | Inferior ..      | 35             |
| 1866   | .. | .. | .. | 1,866,355    | Ordinary ..      | 50             |
| 1867   | .. | .. | .. | 1,761,504    | Good ..          | 55             |
| 1868   | .. | .. | .. | 820,823      | Very Superior .. | 75             |
| 1869   | .. | .. | .. | 1,644,877    | Good ..          | 55             |
| 1870   | .. | .. | .. | 688,814      | " ..             | 55             |
| 1871   | .. | .. | .. | 1,679,548    | Inferior ..      | 50             |
| 1872   | .. | .. | .. | 838,838      | Ordinary ..      | 55             |
| 1873   | .. | .. | .. | 548,616      | " ..             | 95             |

#### CEREALS.

The year 1874 opened with high prices for wheat and flour owing to the deficient crop secured the previous autumn. The value of the former ranged during the first six months from 3*l*. 3*s*. to 3*l*. 12*s*. per quarter of 480 lbs., free on board, prices too high to admit of exportation to Great Britain. On the other hand, a small but regular demand for choice flour was experienced from England, principally from Liverpool, its superior quality finding a market there when other descriptions could not be sold at all.

An unusual feature in the trade was the arrival of several cargoes of Californian white wheat, which found a ready sale with various millers of the interior, who towards the end of the season could not procure sufficient grain in the country to keep their mills turning.

The prospects of the new crop in July being good, prices began to decline, which movement continued until it was ascertained that the yield of wheat was unusually large.

Under these circumstances it was anticipated that the farmers would follow the same course as in the similar abundant year of 1872, and sell their stocks freely; such was, however, not the case. They were not contented with the price offered, and have sold comparatively little, so that upon the eve of another harvest they possess a much greater quantity of wheat in their barns than usual. For the first time for some years past, France will possess a large reserve of old, when new wheat will be coming to market.

Barley was not of fine quality, but prices were high, best descriptions being worth 2*l.* 2*s.* to 2*l.* 6*s.* per 420 lbs., free on board, during the first six months of the year, but after the harvest prices fell to 1*l.* 14*s.* 6*d.* to 1*l.* 17*s.* 6*d.*

There was but a small crop of beans, which was sold for export to England at 2*l.* to 2*l.* 1*s.* Buckwheat was abundant, and of very good quality, the bulk of the surplus going, as usual, to Holland. Rye was a good crop, and so was that of oats.

Farmers have had it in their power to sell all their produce, including wine, with the exception of wheat, at high prices, thus explaining, perhaps, their unwillingness to sell the latter grain at comparatively such low rates as were current after the harvest of 1874.



## PRICES of Grain and Flour Current in Nantes in 1874.

| Free on Board.     |     | Per<br>Lbs. | January. |         | February. |         | March. |         | April. |         | May.  |         | June. |         | July. |         | August. |         | September. |         | October. |         | November. |         | December. |         |
|--------------------|-----|-------------|----------|---------|-----------|---------|--------|---------|--------|---------|-------|---------|-------|---------|-------|---------|---------|---------|------------|---------|----------|---------|-----------|---------|-----------|---------|
|                    |     |             | s. d.    | s. d.   | s. d.     | s. d.   | s. d.  | s. d.   | s. d.  | s. d.   | s. d. | s. d.   | s. d. | s. d.   | s. d. | s. d.   | s. d.   | s. d.   | s. d.      | s. d.   | s. d.    | s. d.   | s. d.     | s. d.   | s. d.     | s. d.   |
| Wheat              | ... | 480         | 63 0     | to 67 0 | 62 9      | to 67 0 | 63 0   | to 67 0 | 67 0   | to 68 0 | 67 6  | to 71 6 | 67 0  | to 72 0 | 46 6  | to 67 0 | 40 9    | to 47 0 | 40 9       | to 43 3 | 40 3     | to 42 6 | 40 3      | to 43 0 | 40 3      | to 43 9 |
| Flour—             |     |             |          |         |           |         |        |         |        |         |       |         |       |         |       |         |         |         |            |         |          |         |           |         |           |         |
| Choice             | ... | 280         | 53 6     | 54 9    | 52 3      | 54 3    | 51 0   | 52 6    | 52 3   | 54 3    | 53 6  | 56 0    | 53 6  | 56 0    | 43 0  | 54 6    | 39 6    | 47 3    | 33 9       | 41 6    | 35 9     | 40 3    | 35 0      | 38 9    | 35 0      | 38 3    |
| Fine               | ... | 280         | 51 9     | 53 9    | 51 0      | 52 3    | 50 3   | 52 3    | 50 3   | 52 3    | 51 0  | 53 6    | 51 0  | 53 6    | 46 6  | 52 3    | 38 3    | 45 9    | 37 0       | 38 3    | 35 0     | 38 9    | 32 6      | 34 3    | 32 9      | 35 9    |
| Barley—            |     |             |          |         |           |         |        |         |        |         |       |         |       |         |       |         |         |         |            |         |          |         |           |         |           |         |
| Sauvur             | ... | 420         | 42 0     | 43 6    | 45 9      | 45 3    | 45 9   | 45 9    | 45 9   | 45 9    | 45 9  | 43 6    | 43 6  | 43 6    | 41 0  | 38 6    | 40 9    | 38 6    | 36 6       | 38 0    | 35 6     | 34 3    | 36 9      | 37 3    | 37 3      |         |
| Saxthe and Mayenne | ... | 420         | 39 9     | 41 0    | 42 0      | 42 6    | 42 0   | 42 6    | 42 6   | 42 6    | 43 6  | 41 0    | 41 0  | 41 0    | 38 3  | 37 0    | 34 3    | 36 3    | 33 9       | 34 3    | 33 0     | 34 3    | 34 3      | 34 3    | 34 3      |         |
| Rye                | ... | 480         | 45 0     | 50 3    | 49 3      | 52 3    | 50 0   | 52 9    | 50 0   | 51 0    | 51 0  | 52 3    | 51 0  | 52 9    | 35 9  | 32 3    | 31 9    | 34 9    | 31 9       | 34 9    | 33 9     | 34 9    | 31 9      | 32 3    | 31 9      | 33 9    |
| Oats               | ... | 320         | 25 0     | 26 6    | 26 3      | 28 9    | 27 0   | 29 0    | 27 6   | 28 6    | 30 6  | 32 9    | 31 0  | 32 9    | 25 6  | 32 9    | 25 0    | 26 3    | 26 6       | 26 3    | 25 6     | 27 0    | 26 3      | 28 9    | 27 0      | 28 9    |
| Beans              | ... | 480         | 38 3     | 40 0    | 40 0      | 40 9    | 40 8   | 42 9    | 42 9   | 42 9    | 43 3  | 45 3    | 45 3  | 45 3    | 45 3  | 38 3    | 40 0    | 40 9    | 40 9       | 40 9    | 40 9     | 40 9    | 40 9      | 40 9    | 40 9      | 40 9    |
| Buckwheat          | ... | 420         | 31 3     | 33 3    | 32 9      | 33 9    | 33 9   | 35 0    | 35 0   | 36 9    | 36 9  | 40 9    | 40 3  | 42 0    | 38 6  | 40 3    | 30 0    | 31 3    | 25 3       | 31 3    | 24 6     | 26 6    | 24 9      | 25 3    | 25 3      | 26 6    |

## RAILWAYS.

But slow progress has been made towards the completion of railways projected and commenced in the department.

The line running on the left bank of the Loire from Nantes to Pornic and Paimbœuf, styled "La Compagnie des Chemins de Fer Nantais," is to be opened to the public on the 1st September next, and will be of great utility for conveying the produce of a most fertile and rich district through which it passes, and which has long had to suffer from a want of transport facilities.

The continuation of the line from Nantes and St. Nazaire to Le Croisic has made no progress beyond a few cuttings and levels.

For the last two years, the works have been entirely stopped until, as it is stated, a decision can be obtained as to whether projected lines from St. Nazaire to Chateaubriant direct and from Guérande to La Roche Bernard will be consented to or not as being of general utility.

A railway was projected from St. Nazaire to Chateaubriant, in order to place the first named port in more direct communication with Paris than it stands at present. Nantes being excluded, it was naturally protested against by the Chamber of Commerce, who styled it as being "obnoxious to all ideas of justice," as it was inadmissible that a railway destined for the commercial traffic of the mouth of the Loire should not touch the centre of that commerce.

It seems, however, that the difficulty could be done away with if a line of railway between Sablé, through Chateaubriant to Nantes, could be commenced and built within the same time as that from St. Nazaire to Chateaubriant.

The continuation of the railway between Sablé and Chateaubriant is a project of long standing. In 1868, a contract was made between the Government and the Western Railway Company, stipulating that this line should be completed within eight years commencing from January 1st, 1870.

A second convention between the Orleans Railway and the State exacted that a line should be constructed between Nantes and Chateaubriant within the same lapse of time. By means of this line, Laval will be placed in communication with Nantes by Chateaugontier, Craon, and Chateaubriant; and with Angers by a line meeting the Chateaubriant and Sablé line at Chateaugontier. The line from Nantes to Chateaubriant continued on towards Laval unites the railways of the department of the Loire Inférieure with those of Normandy. Should this line be constructed, it will shorten the distance between Paris and Nantes by Le Mans, and place the traffic out of danger from the periodical inundation of the Loire.

## ST. NAZAIRE DOCKS.

In its present state, the port of St. Nazaire is composed of a small tidal harbour formed by a stone breakwater, chiefly used by the pilot boats attached to the mouth of the Loire, and a floating dock, constructed according to the authorisation of Government in 1845 at a cost of 7,000,000 fr. This amount having been found insufficient, was increased, by a Decree in 1858, to 8,200,000 fr.

This dock was opened in December, 1856, and has a superficial area of 1,054 ares (27½ acres). The extent of the quays is 1,604 metres, of which 264 metres are reserved for the use of Government vessels, but allowed to be used by merchantmen when unoccupied; another quay, measuring 160 metres, taken up to a great extent by sluices and dock

gates at the entrance of a second dock in construction, and 1,180 metres of quays for trade purposes, 310 metres of which are exclusively occupied by the warehouses and workshops belonging to the Transatlantic Steamship Company.

Two locks give access to the present dock. One being 60 metres in breadth, and having 6.10 metres depth of water over the sill at high water at neap tides. The second lock has an area of 25 metres, and 7.30 metres depth of water without sluices, but a double pair of flood gates.

Shortly after the opening, this dock was found to be insufficient for the requirements of an increasing trade, and a decree, dated August 5th, 1861, authorized the construction of a second dock in continuation of the first. This new dock is to have a superficial area of 2,245 ares with 2,145 metres of quays, and 350 metres with piers, and paved specially for discharging timber laden vessels. The two docks will be connected by a large lock 218½ metres in length by 25 metres in breadth, and which is already finished, being now provisionally used by the Transatlantic Company as a graving dock. In the rear of the quays there is ample space for warehouses and other buildings. The estimated cost for construction is 18,500,000 fr. The excavations were commenced in 1864, and on the 31st December, 1873, 7,780,000 fr. had been expended on them.

Owing to the financial state of France since 1872, the Government could only allot 500,000 fr. yearly towards carrying on the works, which sum being insufficient, an offer was made by the Council General of the Department of the Loire Inférieure, and accepted by the Government, to advance the sum of 10,000,000 fr. to the State for the purpose of completing the works, to be redeemed in twenty annuities at 4 per cent. per annum. The difference between the interest of 4 per cent. paid by the State and the interest of 6½ per cent. of the Departmental loan is to be covered by a tax or toll of 35 c. per registered ton, levied on all ships, French or of other nations, entering the Port of St. Nazaire, excepting only coasters, river barges, and French Government ships.

It does not appear to be generally known to the shipping community having from time to time interests on this coast, that there is at Paimbœuf, on the left bank of the Loire, about five miles above St. Nazaire, a dry dock, offering ample and complete facilities for repairing vessels. This dock is let by the Corporation of Paimbœuf, and worked under Government decree by Messrs. Jollet and Babin, iron shipbuilders of the highest standing, and thoroughly to be relied on.

It has a disposable length of 79 metres, and 16 metres breadth. At spring tides there are 5.20 metres depth of water over the sill, and 4.20 metres during the neap tides.

The charges made are very reasonable, and a considerable economy is found by vessels using it either for repairing or cleaning, especially in manual labour.

#### CUSTOM-HOUSE RECEIPTS.

The Nantes custom-house return of receipts during the year 1874 shows a decrease of 8,636,740 fr. compared with the amount collected in 1873, which are as follows:—

| Dues on.             | 1873.      | 1874.      |
|----------------------|------------|------------|
|                      | Francs.    | Francs.    |
| Importations .. .. . | 31,895,726 | 23,786,887 |
| Exportations .. .. . | 1,571      | 10,424     |
| Shipping .. .. .     | 236,706    | 227,189    |
| Statistique .. .. .  | 200,134    | 179,731    |
| Salt .. .. .         | 3,264,368  | 2,747,534  |
| Total .. .. .        | 35,598,535 | 26,961,765 |

The amount collected at the four principal French ports during 1874, are—

|                    |            |
|--------------------|------------|
|                    | Francs.    |
| Marseilles .. .. . | 30,744,878 |
| Nantes .. .. .     | 26,961,765 |
| Le Havre .. .. .   | 20,681,667 |
| Bordeaux .. .. .   | 19,813,158 |

#### TONNAY CHARENTE.

During the six months ending December 31st, 1874, sixty-nine British vessels entered the Ports of Charente and Rochefort, namely—

|   |          |
|---|----------|
|   | Vessels. |
| Laden with coals .. .. .  | 53       |
| „ patent fuel .. .. .   | 1        |
| „ superphosphate of guano .. .. .   | 3        |
| „ cement .. .. .  | 1        |
| „ teakwood .. .. .  | 1        |
| All these cargoes were imported from the United Kingdom and valued at 53,942 <i>l</i> . |          |
| In ballast from the United Kingdom .. .. .  | 3        |
| „ Portugal .. .. .  | 2        |
| Total, measuring together 24,986 tons register, with crews numbering 1,117 men .. .. .  |          |
|   | 69       |

The clearances during the same period amounted to seventy-eight British vessels, namely—

| Destination.   | Cargoes.     | Vessels. | Value.           |
|--|--------------|----------|------------------|
| United Kingdom .. .. .   | Brandy ..    | 49       | <i>£</i> 773,725 |
| Australia .. .. .  | „ ..         | 1        | 10,485           |
| Canada .. .. .   | „ ..         | 1        | 15,525           |
| Nova Scotia and New Brunswick ..   | „ ..         | 1        | 9,765            |
| United Kingdom .. .. .   | { Hay ..     | 2        | 2,478            |
|  | { Pitwood .. | 2        |                  |
|  | { Beans ..   | 1        |                  |
|  | { Ballast .. | 5        |                  |
| Different French ports .. .. .   | „ ..         | 6        | ..               |
| Portugal .. .. .   | „ ..         | 1        | ..               |
| Spain .. .. .  | „ ..         | 9        | ..               |
| Total (measuring together 25,835 tons, and having 1,170 men as crews) .. | ..           | 78       | 811,978          |

The foregoing figures show that the export trade to the United

Kingdom has not been so active during this period as in the corresponding six months of 1873; attributable in a great measure to the destructive effects produced by the sudden appearance of the phylloxera in the vineyards of the brandy distilling districts of the two Charentes, an insect supposed to have been imported from the United States of America. The distillers took advantage of the alarm and kept their stock back from the market, expecting to realize high prices later on, but at the approach of the vintage, the harm done by the insect proving very slight, they were obliged to throw open their stores again to buyers, in order to make room for the new brandies. Large sales were in consequence expected, and a steady business is anticipated for 1875.

Nantes, June 24, 1875.



## REUNION.

*Report by Consul Perry on the Trade and Commerce of Réunion,  
for the Year 1874.*

COMMERCE in the Island of Réunion, or Bourbon, is not in a flourishing condition, and has suffered and still suffers from the disastrous effects of long droughts, disease in the sugar cane, and successive hurricanes. Its dependence upon agriculture, thus severely tried for several years, has caused great losses, for in a country essentially agricultural as this is, the interests of the merchant and the planter cannot be separated. This explains the gradual decline of the commercial movement in Réunion since the year 1867; at that epoch, the Island produced annually more than 60,000 tons of sugar. Since then this produce has been reduced, from the causes above stated, to an average of from 31,000 to 35,000 tons yearly, or about half the amount of former years, and in spite of greater care having been given to cultivation, and in spite of the sums spent upon the plantations and in the construction of factories, the elements have opposed themselves to the will of man; and this state of things has continued for seven years. Last year began under the most favourable auspices. The disappearance of the disease in the sugar cane, favourable rains, plantations laid out on a large scale, all tended to inspire hopes of a crop of 50,000 tons at least; but a cyclone, which passed over the colony in the month of March last, destroyed in a few hours all these hopes, and the crop of 1874-5, of which from 5,000 to 6,000 tons remain to be exported, did not exceed the total of 30,000 tons. A period of several years without hurricanes or drought is necessary, in order that the colony should regain its former vitality. It would then doubtless soon recover from its misfortunes, and the returns would probably exceed those of 1860 and 1867, for the system of cultivation is said to be more perfect, and the factories in better order, than they were at that period.

It is now the 31st of March, and we are as yet free from the lamentable effects of a coup de vent, or hurricane; the absence however of the passage of a cyclone in the vicinity of this colony has caused a drought which has decimated the plantations on the sea shore, and it appears that it has produced the same effect at Mauritius, from which place we receive alarming accounts. Thus these islands, situated in the middle of the Indian Ocean, have to suffer, when in their passage from north-east to south-west the cyclones which form on the equator do not bring the necessary rains, and they suffer still more when these meteors passing over them destroy and lay low their harvests, trees, houses and lands. By reason of the actually prevailing drought, the approaching sugar crop cannot be estimated at more than 35,000 tons. This reduced amount is not in proportion to the value of the estates, and above all to the expense of working them, therefore nothing but complaints are heard on all sides. Commerce seems to have grown discouraged by waiting so long and in vain for a revival of business which would be the result of a more abundant harvest.

## COFFEE.

This fruit has but a relatively small share in the exportation of the colony. The infatuation for the sugar cane has led the planters to destroy the coffee plantations, in order to replace them by this cane, upon which are founded hopes too soon destroyed. Some few planters have resisted this temptation, and now congratulate themselves upon it. The coffee plant produces regular crops and is not exposed, like the sugar cane, to a thousand contrary chances; cyclones have without doubt upon these crops, as upon all the others, a detrimental effect, but the value of this fruit, whose average market price is 4*l.* per cwt., can always compensate for any failure in the crop; moreover, the expense of cultivation is far from being as great as that required for the sugar cane.

The number of tons produced does not exceed from 400 to 600 annually. Formerly it reached the number of 3,000 and 4,000.

## VANILLA.

The great demand for this perfume latterly in the markets of Europe has brought large profits to the planters of it, and the plantations have multiplied on all sides to such a degree that the next crop will double that exported this year, which amounted to 20,854 kilos., and the quantity which will appear in the market towards the month of August next is calculated at about 40,000 kilos. Unless circumstances arise, which are at present unforeseen, and also by reason of the newness of some of the plantations, the colony can produce in two or three years from 50,000 to 60,000 kilos. of vanilla. I learn that this cultivation is also extensively carried on in Madagascar and Mauritius, and it is feared by persons interested that this extended cultivation will create a supply too great for the demand, or in other words, that prices will go down. The cultivators of this product here have been much disturbed by a recent discovery made by a German chemist, who has succeeded, it is stated, in extracting from the pine tree an essence of which the perfume is identical with that of vanilla. The essence is said to be called "vaniline," and can be offered in the market at a very reduced rate. This intelligence, although received with a certain amount of doubt, gives much cause for anxiety in Réunion. Vanilla is cultivated more particularly by the small proprietors than by the great; its produce assists a part of the population who are averse to work, and the small extent of whose lands has not allowed them hitherto to think of attempting a cultivation like that of cane maize, manioc, or coffee, which would require the assistance of labourers or field hands. Provided the soil be fertile, moist, and shaded, it needs but a small space to accommodate thousands of vanilla plants; and this produce being of considerable value, yields to the cultivator a profit which no other plant in this Island can give. Last year's crop sold at an average of 5*l.* the kilo., therefore, a sum of 104,000*l.* has circulated principally among the small planters and coloured population. It would be rash to expect such a sale in future, but even admitting a reduction of 2*l.* per kilo., it would still be advantageous to continue this cultivation.

## SPICES.

Cloves, mace, nutmeg, and pepper, which the colony formerly produced on a comparatively large scale, are to-day reduced to in-

significant quantities, consequently, the exportation of spices forms but a small part of the commerce with France and India.

#### CLIMATE.

The sanitary condition of this Island has been far from satisfactory during the past year, and the number of deaths in the hot season exceeded that of former years.

Réunion at one time bore the reputation of being extremely healthy, whereas, now, it can no longer claim an advantage over other tropical countries, for although the yellow fever does not prevail here, its place is supplied by a malignant typhoid which carries off its victims in an equally short space of time.

The total value of exports for 1874 reached the sum of 23,000,000 fr., in round numbers, while the total value of imports exceeded that of 30,000,000 fr., therefore the imports exceed the exports by 7,000,000 fr.

#### SHIPPING.

278 vessels, including the Messageries Maritimes steamers, visited the Island in 1874, showing an aggregate of 113,153 tons; none of these came direct from the United Kingdom.

Réunion, May 1, 1875.

## GERMANY.

## DANTZIG.

*Report by Vice-Consul Kruge on the Trade and Commerce of Dantzic, for the Year 1874.*

BUSINESS at Dantzic, during the year 1874, has had no brighter results than the previous year. Owing to the crisis in 1873, as well as to the diminished imports of wheat from Poland, business transactions have had on the whole a languid character; but, as in former years, the principal business relations of this place are with the United Kingdom, as will be seen by the following tables:—

## SHIPPING AND NAVIGATION.

## ARRIVALS during 1873 and 1874.

| Nationality.                     | Total Tonnage of all Ships Entering Dantzic, in Tons of 1,000 Kilos. |         |
|----------------------------------|--|---------|
|                                  | 1873.  | 1874.   |
| British .. .. .                  | 106,847  | 156,666 |
| Austrian .. .. .                 | ..   | 942     |
| Belgian .. .. .                  | 1,206  | 1,965   |
| Danish .. .. .                   | 18,818   | 19,880  |
| French .. .. .                   | 1,540  | 2,220   |
| German .. .. .                   | 295,519  | 288,897 |
| Dutch .. .. .                    | 22,885   | 26,589  |
| Norwegian and Swedish .. .. .    | 43,819   | 35,405  |
| Russian .. .. .                  | 4,744  | 2,142   |
| United States of America .. .. . | 1,888  | 2,415   |
| Total .. .. .                    | 500,266  | 537,023 |

## DEPARTURES during 1873 and 1874.

| Nationality.                     | Total Tonnage of all Ships Cleared from the Port of Dantzic, in Tons of 1,000 Kilos. |         |
|----------------------------------|--|---------|
|                                  | 1873.  | 1874.   |
| British .. .. .                  | 109,055  | 156,261 |
| Austrian .. .. .                 | ..   | 942     |
| Belgian .. .. .                  | 1,206  | 1,965   |
| Danish .. .. .                   | 18,818   | 19,880  |
| French .. .. .                   | 1,540  | 2,222   |
| German .. .. .                   | 296,015  | 270,889 |
| Dutch .. .. .                    | 22,588   | 26,229  |
| Norwegian and Swedish .. .. .    | 42,748   | 36,497  |
| Russian .. .. .                  | 4,544  | 2,342   |
| United States of America .. .. . | 1,888  | 2,415   |
| Total .. .. .                    | 498,402  | 519,642 |

The British shipping has increased during the year 1874, as compared with the previous year, by 47,236 tons, and surpassed that of all other nations (except the Germans) put together by 63,789 tons.

## STEAM NAVIGATION.

| National Flags.          | Number of Steamers. |       |       | Tonnage in German Tons. |         |         |
|--------------------------|---------------------|-------|-------|-------------------------|---------|---------|
|                          | 1872.               | 1873. | 1874. | 1872.                   | 1873.   | 1874.   |
| British .. .. .          | 104                 | 99    | 131   | 66,341                  | 70,339  | 107,069 |
| Belgian .. .. .          | 1                   | 1     | 1     | 717                     | 420     | 1,052   |
| Danish .. .. .           | 12                  | 10    | 17    | 6,550                   | 5,102   | 7,975   |
| Dutch .. .. .            | 24                  | 16    | 16    | 9,625                   | 5,888   | 9,129   |
| French .. .. .           | ..                  | ..    | ..    | ..                      | ..      | ..      |
| German .. .. .           | 123                 | 124   | 132   | 34,006                  | 37,441  | 46,268  |
| Russian .. .. .          | 1                   | 2     | ..    | 251                     | 832     | ..      |
| Norwegian and Swedish .. | 22                  | 47    | 33    | 5,060                   | 17,705  | 12,566  |
| Total .. .. .            | 287                 | 299   | 330   | 122,550                 | 137,727 | 184,059 |

The above figures show that the steam shipping trade with this port has increased steadily from year to year, and that the British steamers surpass all other nations put together by 30,079 tons. The German flag appears with one steamer more in number than the British, but owing to the small tonnage of German steamers, the British steam shipping exceeds that of Germany by 60,801 tons.

The proportion of trade of Dantzic, carried on under the British flag in the years 1873 and 1874, was as follows:—

| British Ships Arrived.  | 1873.   |                |       | 1874.   |                |       |
|---|---------|----------------|-------|---------|----------------|-------|
|   | Number. | Tons Register. | Crew. | Number. | Tons Register. | Crew. |
| From Great Britain }<br>and British colonies, }<br>direct or indirect } | 293     | 83,213         | 2,798 | 354     | 111,806        | 3,704 |

The increase in 1874 against the previous year gives, therefore, 61 ships, 28,593 tons, and 906 crew.

It is therefore, from the different tables, quite apparent that even at the very dull times, the British shipping interest at the port of Dantzic is at least quite as large as it has been in former years, with the prospect that it will considerably increase as soon as the export from Dantzic assumes larger proportions again.



# RETURN of British Shipping at the Port of Dantzig in the Year 1874.

## Direct Trade in British Vessels from and to Great Britain and British Colonies.

| Entered.                 |          |        |                |          | Cleared.                 |          |          |                |                         |
|--------------------------|----------|--------|----------------|----------|--------------------------|----------|----------|----------------|-------------------------|
| Total Number of Vessels. |          |        | Total Tonnage. |          | Total Number of Vessels. |          |          | Total Tonnage. |                         |
| Cargoes.                 | Ballast. | Total. | Cargoes.       | Ballast. | Total.                   | Cargoes. | Ballast. | Total.         | Total Value of Cargoes. |
| 220                      | 2        | 252    | 64,965         | 1,460    | 65,425                   | 2,207    | £ ...    | 80,254         | £ ...                   |

## Indirect or Carrying Trade in British Vessels from and to other Countries.

| Entered.                  |                    |             |        |          | Cleared.         |                   |                              |                    |                |        |          |                  |                   |               |             |
|---------------------------|--------------------|-------------|--------|----------|------------------|-------------------|------------------------------|--------------------|----------------|--------|----------|------------------|-------------------|---------------|-------------|
| Countries whence Arrived. | Number of Vessels. |             |        | Tonnage. | Number of Crews. | Value of Cargoes. | Countries to which Departed. | Number of Vessels. |                |        | Tonnage. | Number of Crews. | Value of Cargoes. |               |             |
|                           | With Cargoes.      | In Ballast. | Total. |          |                  |                   |                              | With Cargoes.      | In Ballast.    | Total. |          |                  |                   | With Cargoes. | In Ballast. |
| German ports              | 1                  | 70          | 71     | 434      | 20,421           | 28,855            | 952                          | Unknown            | ...            | 7      | 7        | ...              | 4,804             | 145           | Unknown     |
| Russia                    | ...                | 3           | 3      | ...      | 2,077            | 2,077             | 58                           | "                  | ...            | 12     | 12       | ...              | 5,633             | 205           | "           |
| Sweden and Norway         | ...                | 10          | 10     | ...      | 4,781            | 4,781             | 162                          | "                  | ...            | 1      | 1        | ...              | 85                | 13            | "           |
| Denmark                   | ...                | 11          | 11     | ...      | 5,899            | 5,899             | 161                          | "                  | ...            | ...    | ...      | ...              | ...               | ...           | "           |
| Holland                   | ...                | 1           | 2      | ...      | 121              | 144               | 10                           | "                  | ...            | 25     | 25       | ...              | 11,396            | 400           | "           |
| France                    | ...                | 1           | 1      | ...      | ...              | 1,131             | 28                           | "                  | ...            | 7      | 7        | ...              | 1,797             | 65            | "           |
| Portugal                  | ...                | ...         | 1      | ...      | 298              | ...               | 9                            | "                  | ...            | ...    | ...      | ...              | ...               | ...           | "           |
| Spain                     | ...                | ...         | 2      | ...      | 655              | ...               | 18                           | "                  | ...            | 25     | 25       | ...              | 7,306             | 271           | "           |
| United States             | ...                | ...         | 1      | ...      | 420              | 20                | 9                            | "                  | ...            | ...    | ...      | ...              | ...               | ...           | "           |
| Total indirect            | 6                  | 96          | 102    | 1,928    | 43,453           | 45,381            | 1,407                        | ...                | Total indirect | 58     | 78       | 20,584           | 10,726            | 1,099         | ...         |
| Gross total               | 256                | 98          | 254    | 66,893   | 44,913           | 111,806           | 3,704                        | ...                | Gross total    | 330    | 352      | 100,720          | 10,844            | 3,697         | ...         |

| Departed to—   | Number<br>of Ships. | Description of Cargoes.                 | Ballast. | Distress. | Total. |
|--|---------------------|---|----------|-----------|--------|
| Bremen ..  | 37                  | Timber .. ..                            | ..       | ..        | 40     |
|  | 3                   | .. ..                                   | 3        | ..        |        |
|  | 107                 | Grain and seed .. ..                    | ..       | ..        |        |
|  | 43                  | Grain and miscellaneous<br>goods .. ..  | ..       | ..        |        |
| Great Britain  | 485                 | Timber .. ..                            | ..       | ..        | 671    |
|  | 15                  | Timber and Miscellaneous<br>goods .. .. | ..       | ..        |        |
|  | 2                   | Rape oil .. ..                          | ..       | ..        |        |
|  | 1                   | Empty herring casks ..                  | ..       | ..        |        |
|  | 10                  | Bones .. ..                             | ..       | ..        |        |
|  | 2                   | .. ..                                   | 2        | ..        |        |
| Hamburg  | 6                   | .. ..                                   | ..       | 6         | 29     |
|  | 23                  | Timber .. ..                            | ..       | ..        |        |
|  | 2                   | Molasses .. ..                          | ..       | ..        |        |
|  | 3                   | Cement .. ..                            | ..       | ..        |        |
| Holland ..   | 1                   | .. ..                                   | ..       | 1         | 112    |
|  | 21                  | Grain and seeds .. ..                   | ..       | ..        |        |
|  | 6                   | Grain and goods .. ..                   | ..       | ..        |        |
|  | 76                  | Timber .. ..                            | ..       | ..        |        |
|  | 2                   | Rape oil .. ..                          | ..       | ..        |        |
| Lubeck ..  | 2                   | Molasses .. ..                          | ..       | ..        | 14     |
|  | 2                   | .. ..                                   | ..       | 2         |        |
|  | 4                   | Grain and seeds .. ..                   | ..       | ..        |        |
|  | 9                   | Timber .. ..                            | ..       | ..        |        |
| Mecklenburg  | 1                   | .. ..                                   | ..       | 1         | 26     |
|  | 22                  | Timber .. ..                            | ..       | ..        |        |
| Oldenburg  | 4                   | Miscellaneous goods ..                  | ..       | ..        | 35     |
| Portugal ..  | 35                  | Timber .. ..                            | ..       | ..        | 2      |
| East and West<br>Prussian coast<br>and Pommer-<br>ania | 2                   | Timber .. ..                            | ..       | ..        | 200    |
|  | 1                   | .. ..                                   | ..       | 1         |        |
|  | 6                   | Grain and seed .. ..                    | ..       | ..        |        |
|  | 75                  | Timber .. ..                            | ..       | ..        |        |
|  | 1                   | Artillery ammunition ..                 | ..       | ..        |        |
|  | 3                   | .. ..                                   | ..       | ..        |        |
| Hanover ..   | 55                  | Miscellaneous goods ..                  | ..       | ..        | 69     |
|  | 26                  | .. ..                                   | 26       | ..        |        |
|  | 34                  | .. ..                                   | ..       | 34        |        |
|  | 6                   | Grain and seeds .. ..                   | ..       | ..        |        |
|  | 62                  | Timber .. ..                            | ..       | ..        |        |
| Jahdibusen   | 1                   | .. ..                                   | ..       | 1         | 9      |
|  | 7                   | Timber .. ..                            | ..       | ..        |        |
|  | 2                   | Timber and goods ..                     | ..       | ..        |        |
| Schleswig - Hol-<br>stein                              | 20                  | Grain and seeds .. ..                   | ..       | ..        | 113    |
|  | 80                  | Timber .. ..                            | ..       | ..        |        |
|  | 3                   | Timber and goods ..                     | ..       | ..        |        |
|  | 2                   | Woodstuff .. ..                         | ..       | ..        |        |
|  | 8                   | .. ..                                   | ..       | 8         |        |
| Russia ..  | 5                   | Timber .. ..                            | ..       | ..        | 42     |
|  | 3                   | Timber and goods ..                     | ..       | ..        |        |
|  | 1                   | Salt .. ..                              | ..       | ..        |        |
|  | 2                   | Cement .. ..                            | ..       | ..        |        |
|  | 5                   | Miscellaneous goods ..                  | ..       | ..        |        |
| Sweden and<br>Norway                                   | 24                  | .. ..                                   | 24       | ..        | 85     |
|  | 2                   | .. ..                                   | ..       | 2         |        |
|  | 15                  | Grain and seed .. ..                    | ..       | ..        |        |
|  | 14                  | Timber .. ..                            | ..       | ..        |        |
|  | 8                   | Coals .. ..                             | ..       | ..        |        |
| Total ..   | 42                  | .. ..                                   | 42       | ..        | 1,826  |
|  | 6                   | .. ..                                   | ..       | 6         |        |
| Total ..   | ..                  | ..                                      | ..       | ..        | 1,826  |

| Arrived from—  | Number of Ships. | Description of Cargoes.    | Ballast. | Distress. | Total. |
|--|------------------|----------------------------|----------|-----------|--------|
| Oldenburg ..   | 6                | .. ..                      | 6        | ..        | 6      |
| Portugal ..  | 2                | Salt .. ..                 | ..       | ..        | 2      |
| East and West<br>Prussian coast<br>and Pommer-<br>ania | 69               | Miscellaneous goods ..     | ..       | ..        | 317    |
|  | 7                | Iron and iron goods ..     | ..       | ..        |        |
|  | 2                | Stones and slates ..       | ..       | ..        |        |
|  | 1                | Granite stone ..           | ..       | ..        |        |
|  | 4                | Chemical raw stuff ..      | ..       | ..        |        |
|  | 3                | Artillery ammunition ..    | ..       | ..        |        |
|  | 73               | Lime, limestone, and chalk | ..       | ..        |        |
| Hanover ..   | 128              | .. ..                      | 128      | ..        | 17     |
|  | 30               | .. ..                      | ..       | 30        |        |
|  | 2                | Miscellaneous goods ..     | ..       | ..        |        |
|  | 6                | Iron and iron goods ..     | ..       | ..        |        |
|  | 1                | Cement .. ..               | ..       | ..        |        |
| Jadebusen ..   | 8                | .. ..                      | 8        | ..        | 1      |
|  | 1                | .. ..                      | ..       | ..        |        |
| Schleswig - Hol-<br>stein                              | 1                | Miscellaneous goods ..     | ..       | ..        | 69     |
|  | 8                | Sugar .. ..                | ..       | ..        |        |
|  | 2                | Iron and iron goods ..     | ..       | ..        |        |
|  | 51               | .. ..                      | 51       | ..        |        |
| Russia ..  | 7                | .. ..                      | ..       | 7         | 22     |
|  | 3                | Miscellaneous goods ..     | ..       | ..        |        |
|  | 2                | Building timber ..         | ..       | ..        |        |
|  | 1                | Flax .. ..                 | ..       | ..        |        |
|  | 4                | .. ..                      | 4        | ..        |        |
| Sweden and<br>Norway                                   | 12               | .. ..                      | ..       | 12        | 144    |
|  | 13               | Herrings .. ..             | ..       | ..        |        |
|  | 1                | Tar and pitch .. ..        | ..       | ..        |        |
|  | 61               | Granite stones .. ..       | ..       | ..        |        |
|  | 35               | Lime, limestone, and chalk | ..       | ..        |        |
| Spain ..   | 30               | .. ..                      | 30       | ..        | 17     |
|  | 4                | .. ..                      | ..       | 4         |        |
|  | 1                | Miscellaneous goods ..     | ..       | ..        |        |
| Turkey ..  | 16               | Salt .. ..                 | ..       | ..        | 1      |
| United States<br>of America                            | 1                | (Kienapfel) .. ..          | ..       | ..        |        |
| United States<br>of America                            | 23               | Kerosene oil .. ..         | ..       | ..        | 25     |
|  | 2                | Asphalt .. ..              | ..       | ..        |        |
| Total ..   | ..               | .. ..                      | ..       | ..        | 1,845  |

DEPARTURES from Dantzic of all Sea-going Ships during the Year 1874, with the Description of Cargoes and the Countries bound for.

| Departed to— | Number of Ships. | Description of Cargoes.             | Ballast. | Distress. | Total. |
|--------------|------------------|-------------------------------------|----------|-----------|--------|
| Belgium ..   | 16               | Grain and seed .. ..                | ..       | ..        | 132    |
|              | 1                | Grain and miscellaneous goods .. .. | ..       | ..        |        |
|              | 114              | Timber .. ..                        | ..       | ..        |        |
| Brazils ..   | 1                | .. ..                               | ..       | 1         | 1      |
|              | 1                | Timber .. ..                        | ..       | ..        |        |
| Denmark      | 30               | Grain and seed .. ..                | ..       | ..        | 182    |
|              | 148              | Timber .. ..                        | ..       | ..        |        |
|              | 3                | .. ..                               | 3        | ..        |        |
| France ..    | 1                | .. ..                               | ..       | 1         | 63     |
|              | 4                | Grain and seed .. ..                | ..       | ..        |        |
|              | 54               | Timber .. ..                        | ..       | ..        |        |
|              | 5                | Molasses .. ..                      | ..       | ..        |        |

ARRIVAL at Dantzic of all Sea-going Ships during the Year of 1874,  
with the Description of Cargoes and the Countries they came  
from.

| Arrived from— | Number<br>of Ships. | Description of Cargoes.               | Ballast. | Distress. | Total. |
|---------------|---------------------|---------------------------------------|----------|-----------|--------|
| Belgium ..    | 25                  | Miscellaneous goods ..                | ..       | ..        | 49     |
|               | 3                   | Iron and iron goods ..                | ..       | ..        |        |
|               | 11                  | Stones and slates ..                  | ..       | ..        |        |
|               | 1                   | Cement .. ..                          | ..       | ..        |        |
| Bremen ..     | 9                   | .. ..                                 | 9        | ..        | 50     |
|               | 25                  | Miscellaneous goods ..                | ..       | ..        |        |
|               | 7                   | Kerosene oil ..                       | ..       | ..        |        |
|               | 5                   | Building timber ..                    | ..       | ..        |        |
|               | 9                   | Asphalt .. ..                         | ..       | ..        |        |
| Denmark..     | 3                   | Chemical raw stuffs ..                | ..       | ..        | 192    |
|               | 1                   | .. ..                                 | ..       | 1         |        |
|               | 11                  | Miscellaneous goods ..                | ..       | ..        |        |
|               | 10                  | Iron and iron goods ..                | ..       | ..        |        |
|               | 1                   | Herrings .. ..                        | ..       | ..        |        |
|               | 3                   | Chemical raw stuff ..                 | ..       | ..        |        |
| France ..     | 38                  | Lime, limestone, chalk,<br>and slates | ..       | ..        | 28     |
|               | 124                 | .. ..                                 | 124      | ..        |        |
|               | 5                   | .. ..                                 | ..       | 5         |        |
|               | 4                   | Miscellaneous goods ..                | ..       | ..        |        |
|               | 5                   | Wine .. ..                            | ..       | ..        |        |
|               | 1                   | Herrings .. ..                        | ..       | ..        |        |
|               | 8                   | Salt .. ..                            | ..       | ..        |        |
|               | 7                   | Lime, limestone, and chalk            | ..       | ..        |        |
| Great Britain | 3                   | .. ..                                 | 3        | ..        | 767    |
|               | 70                  | Miscellaneous goods ..                | ..       | ..        |        |
|               | 1                   | Rice .. ..                            | ..       | ..        |        |
|               | 26                  | Iron and iron goods ..                | ..       | ..        |        |
|               | 123                 | Herrings .. ..                        | ..       | ..        |        |
|               | 43                  | Salt .. ..                            | ..       | ..        |        |
|               | 11                  | Slates and stones ..                  | ..       | ..        |        |
|               | 9                   | Tar and pitch ..                      | ..       | ..        |        |
|               | 2                   | Earthenware raw material              | ..       | ..        |        |
|               | 447                 | Coals .. ..                           | ..       | ..        |        |
|               | 13                  | Cement .. ..                          | ..       | ..        |        |
| Hamburg       | 6                   | Lime and limestone ..                 | ..       | ..        | 37     |
|               | 15                  | .. ..                                 | 15       | ..        |        |
|               | 1                   | .. ..                                 | ..       | 1         |        |
|               | 25                  | Miscellaneous goods ..                | ..       | ..        |        |
|               | 2                   | Iron .. ..                            | ..       | ..        |        |
| Holland..     | 2                   | Kerosene oil ..                       | ..       | ..        | 40     |
|               | 2                   | Chemical raw stuff ..                 | ..       | ..        |        |
|               | 1                   | Cement .. ..                          | ..       | ..        |        |
|               | 2                   | .. ..                                 | 2        | ..        |        |
| Italy . .     | 2                   | .. ..                                 | ..       | 2         | 4      |
|               | 14                  | Miscellaneous goods ..                | ..       | ..        |        |
|               | 7                   | Iron and iron goods ..                | ..       | ..        |        |
|               | 3                   | Earthenware raw stuff ..              | ..       | ..        |        |
|               | 2                   | Chemical raw stuff ..                 | ..       | ..        |        |
| Lubeck ..     | 14                  | .. ..                                 | 14       | ..        | 28     |
|               | 3                   | Miscellaneous goods ..                | ..       | ..        |        |
|               | 1                   | Sulphur .. ..                         | ..       | ..        |        |
|               | 4                   | Miscellaneous goods ..                | ..       | ..        |        |
| Mecklenburg   | 3                   | Iron and iron goods ..                | ..       | ..        | 29     |
|               | 2                   | Tar and pitch ..                      | ..       | ..        |        |
|               | 10                  | .. ..                                 | 18       | ..        |        |
|               | 1                   | .. ..                                 | ..       | 1         |        |
|               | 3                   | Herrings .. ..                        | ..       | ..        |        |
|               | 26                  | .. ..                                 | 56       | ..        |        |

It will be seen from the foregoing tables, that the imports and exports from and to Great Britain are by far the largest of any other country, particularly when it is taken into consideration that the cargoes coming from and going to Great Britain are generally shipped in the largest vessels and steamers entering and clearing this port.

### TRADE.

The particulars will be found under the different headings:—

*Grain.*—The imports of wheat from the interior and from Poland have been somewhat larger than in the previous year, whilst rye and all summer grain have been far short of the usual average quantity. It is therefore on account of the latter deficiency that the whole export of grain and seeds exceeds that of the year 1873 by 8,500 tons only. Owing to the more direct railway lines and to the scarcity of bread-stuffs in the south and south-west of Germany, a great amount of wheat, which used to find its way to Dantzic for export by sea, has been taken up for consumption within the German Empire, otherwise the quantity of wheat available for export from this port would have been much larger.

The principal purchasers of Dantzic wheat in 1874 have been England and Belgium; the former took 76,000 tons and the latter 10,000 tons.

*Barley, Oats, and Peas* have been shipped in very small quantities, and only 3,800 tons have been cleared outwards from this port.

*Oil Seeds* show an increase, as 19,000 tons have been shipped against 11,000 tons in the year 1873.

According to official records, the crops of grain in the Kingdom of Prussia gave the following result:—

|          |         | Wheat. | Rye. | Barley. | Oats. | Peas. | Rapeseed. | Potatoes. |
|----------|---------|--------|------|---------|-------|-------|-----------|-----------|
| In grain | .. 1873 | 0·94   | 0·75 | 0·88    | 0·92  | 0·90  | 0·92      | 0·73      |
| "        | .. 1874 | 1·05   | 0·95 | 0·83    | 0·77  | 0·58  | 0·85      | 0·98      |
| In straw | .. 1874 | 0·96   | 0·98 | 0·78    | 0·70  | 0·60  | ..        | ..        |

In this province last year's crops showed in—:

|          |    |    |    |    |    |      |
|----------|----|----|----|----|----|------|
| Wheat    | .. | .. | .. | .. | .. | 1·40 |
| Rye      | .. | .. | .. | .. | .. | 0·92 |
| Barley   | .. | .. | .. | .. | .. | 0·83 |
| Oats     | .. | .. | .. | .. | .. | 0·82 |
| Peas     | .. | .. | .. | .. | .. | 0·31 |
| Rapeseed | .. | .. | .. | .. | .. | 0·87 |
| Potatoes | .. | .. | .. | .. | .. | 0·93 |

Prices of grain fluctuated considerably during the year, and this market had to follow other export places. The official exchange quotations give the following fluctuations for average qualities in the different months.

Prices are quoted in thalers (3s. sterling each) for German ton of 1,000 kilos. :—



|                 | Wheat. | Rye. | Barley. | Oats. | Peas. | Rapeseed. |
|-----------------|--------|------|---------|-------|-------|-----------|
| January .. ..   | 89     | 61½  | 59      | 51    | 53    | 80        |
| February .. ..  | 87     | 63   | 65      | 54    | 52½   | 80        |
| March .. ..     | 88     | 62   | 64      | 54    | 54    | ..        |
| April .. ..     | 90     | 61   | 66      | 57    | 55    | 82        |
| May .. ..       | 88     | 63½  | 70      | 60    | 57    | 81        |
| June .. ..      | 87½    | 65   | 72      | 62    | 61    | 86        |
| July .. ..      | 86     | 65½  | 72      | 66½   | 59    | 82        |
| August .. ..    | 80     | 60   | 62      | 64    | 65    | 76½       |
| September .. .. | 66     | 53½  | 60      | 56    | ..    | 80        |
| October .. ..   | 63½    | 52½  | 58½     | 60    | 72    | ..        |
| November .. ..  | 61     | 51   | 54      | 57    | 65    | 81        |
| December .. ..  | 65     | 50   | 56      | 54    | 62½   | 81½       |

Business for forward delivery has only been done on a very small scale at Dantzic, whilst in Berlin very extensive transactions of the kind have taken place, as a great many English and other foreign speculators had entered into heavy engagements *à la caisse* or *à la hausse*, and for this reason large quantities of wheat, which in former years had been shipped to England, had to be sent by rail to Berlin, in order to complete sales made for forward delivery. In fact, Dantzic has still preserved a healthy mode of doing business in a legitimate way, and there are hardly any gambling transactions to report.

#### REVIEW of Stock, Arrivals, and Departures of all sorts of Grain and Seeds in tons of 1,000 kilos.

|                               | Wheat.  | Rye.   | Barley. | Oats. | Peas. | Oilseed. | Total.  |
|-------------------------------|---------|--------|---------|-------|-------|----------|---------|
| Stock ultimo 1873 .. ..       | 6,600   | 960    | 530     | 90    | 290   | 9,750    | 18,220  |
| Supply, 1874, per water ...   | 63,185  | 9,257  | 1,968   | 2,100 | 2,799 | 12,771   | 92,060  |
| "    "    East Railway ...    | 42,999  | 8,165  | 3,140   | 575   | 596   | 7,390    | 62,865  |
| "    "    Stettin Railway ... | 665     | 1,736  | 98      | 135   | 138   | 99       | 2,871   |
| "    "    waggons ...         | 1,500   | 1,000  | 1,000   | 1,500 | 1,000 | 1,000    | 7,000   |
| Total .. ..                   | 114,919 | 21,118 | 6,736   | 4,400 | 4,823 | 31,010   | 183,006 |

|                                 | Wheat.  | Rye.   | Barley. | Oats. | Peas. | Oilseed. | Total.  |
|---------------------------------|---------|--------|---------|-------|-------|----------|---------|
| Sent away by sea ...            | 96,784  | 3,609  | 1,267   | 92    | 2,537 | 18,934   | 123,223 |
| "    "    rail ...              | 949     | 1,039  | 1,679   | 149   | 620   | 81       | 4,571   |
| "    "    river ...             | 286     | 107    | 200     | 10    | 6     | 60       | 669     |
| Loss in weight, 1 per cent. ... | 1,000   | 559    | 70      | 9     | 40    | 600      | 2,278   |
| Consumption, town and suburbs   | 6,000   | 14,000 | 2,800   | 4,000 | 1,500 | 7,000    | 35,300  |
| Stock in 1874 .. ..             | 9,900   | 1,750  | 720     | 140   | 120   | 4,335    | 16,965  |
| Total .. ..                     | 114,919 | 21,118 | 6,736   | 4,400 | 4,823 | 31,010   | 183,006 |

#### Above shipments went to—

|                          | Wheat. | Rye.  | Barley. | Oats. | Peas. | Oilseed. | Total.  |
|--------------------------|--------|-------|---------|-------|-------|----------|---------|
| Belgium .. ..            | 9,861  | ..    | ..      | ..    | ..    | ..       | 9,861   |
| Denmark .. ..            | 3,702  | 368   | ..      | ..    | ..    | ..       | 4,070   |
| France .. ..             | ..     | ..    | ..      | ..    | ..    | 1,869    | 1,869   |
| Great Britain .. ..      | 76,444 | 582   | 1,252   | 62    | 1,206 | 6,974    | 86,470  |
| Holland .. ..            | 4,150  | 351   | ..      | ..    | 37    | 8,064    | 13,202  |
| Lubeck .. ..             | ..     | 203   | ..      | ..    | ..    | ..       | 203     |
| Norway .. ..             | 419    | 1,086 | 15      | ..    | 248   | ..       | 1,768   |
| Hanover .. ..            | 930    | ..    | ..      | ..    | ..    | ..       | 930     |
| Pomerania .. ..          | 14     | 150   | ..      | 30    | 807   | 1,897    | 2,898   |
| Schleswig-Holstein .. .. | 664    | 757   | ..      | ..    | 239   | 130      | 1,790   |
| Sweden .. ..             | ..     | 162   | ..      | ..    | ..    | ..       | 162     |
| Total .. ..              | 96,784 | 3,609 | 1,267   | 92    | 2,537 | 18,934   | 123,223 |

The foregoing figures prove that of the total quantity of grain and seeds exported, 86,470 tons were sent to Great Britain against only 36,753 tons having been sent to all other parts of the world.

SHIPMENTS of Grain and Seeds by Sea from the Port of Dantzic.

|                  |    |    |    |    |    | Tons of<br>1,000 kilos. |
|------------------|----|----|----|----|----|-------------------------|
| 1874..           | .. | .. | .. | .. | .. | 123,223                 |
| 1873..           | .. | .. | .. | .. | .. | 111,182                 |
| Surplus for 1874 |    |    |    |    |    | 12,041                  |

TIMBER.

At the commencement of the year business was very brisk. A great demand having been experienced from abroad, very extensive transactions were concluded with profitable results to sellers, and shipments in March, April, and May were very considerable. However, soon the English markets became glutted, and a reaction with a heavy fall in prices followed, with hardly any business to speak of until the close of the year. The large timber houses at this place had pretty well cleared out their stock at handsome profits in the spring, and for this reason the year 1874 must be looked upon by those who are engaged in the export trade as an extraordinarily profitable one. On the other hand, great losses have been apparently sustained by those firms and others who purchase the trees in the forests, and run the risk of cutting timber, as such purchases have mostly been done at very high prices, and under the influence of a feverish rising tendency.

ARRIVALS of Timber in 1874 and 1873.

|          |    | Year. | Quantity.                    |       | Value.    |
|----------|----|-------|------------------------------|-------|-----------|
|          |    |       |                              |       | £         |
| By river | .. | 1874  | 1,711 large Vistula cargoes  | .. .. | 848,760   |
| "        | .. | 1873  | 2,233 "                      | .. .. | 1,106,160 |
| railway  | .. | 1874  | 279,088 cwt. building timber | .. .. | 27,900    |
| "        | .. | 1873  | 279,406 " "                  | .. .. | 27,840    |

EXPORT of Timber in 1874 and 1873.

|        |       | Year. | Quantity.     |       | Value.  |
|--------|-------|-------|---------------|-------|---------|
|        |       |       |               |       | £       |
| By sea | .. .. | 1874  | 1,275 cargoes | .. .. | 864,900 |
| "      | .. .. | 1873  | 1,222 "       | .. .. | 919,365 |
| rail   | .. .. | 1874  | 538,957 cwt.  | .. .. | 67,365  |
| "      | .. .. | 1873  | 423,966 "     | .. .. | 52,995  |

COMPARATIVE TABLES of Exportation of Timber from 1869—1874.

|         | Fir<br>Timber. | Small<br>Sized Fir<br>Timber. | Masts and<br>Spars, Red<br>and White<br>Wood. | Fir Deals. | Sleepers<br>and Sleeper<br>Logs, Oak<br>and Fir. | Lathwood. | Oak and<br>Fir Tree-<br>nails. | Oak Timber,<br>Crooks and<br>Plancking<br>Logs | Oak<br>Planks. | Oak<br>Staves. |
|---------|----------------|-------------------------------|---|------------|--|-----------|--------------------------------|--|----------------|----------------|
|         | Pieces.        | Pieces.                       | Pieces.                                       | Pieces.    | Pieces.  | Fathoms.  | Shocks.                        | Pieces.  | Pieces.        | Shocks.        |
| 1869 .. | 160,590        | 46,769                        | 548   | 219,103    | 935,907  | 1,553     | 2,242                          | 32,893   | 330,631        | 33,933         |
| 1870 .. | 149,823        | 24,606                        | 128   | 175,771    | 525,529  | 730       | 1,127                          | 30,526   | 355,989        | 16,380         |
| 1871 .. | 233,401        | 63,304                        | 202   | 271,142    | 1,584,993  | 751       | 1,184                          | 48,554   | 503,074        | 33,498         |
| 1872 .. | 229,285        | 104,012                       | 645   | 255,712    | 1,360,057  | 1,591     | 1,498                          | 56,062   | 654,391        | 29,242         |
| 1873 .. | 200,567        | 97,254                        | 18,982  | 473,780    | 1,789,824  | 1,802     | 1,527                          | 77,178   | 233,182        | 30,569         |
| 1874 .. | 221,964        | 167,182                       | 166   | 424,561    | 1,292,760  | 1,770     | 3,817                          | 63,720   | 383,323        | 22,619         |

## DETAILS of Shipments of Timber in 1874.

|  | Great Britain and Channel Islands. |                 |                 | To France.       |                 |                 | To Holland and Belgium. |                 |                 | Ports of Germany, Russia, Norway, Denmark, Sweden, Portugal, and America. |                 |                 |
|--|------------------------------------|-----------------|-----------------|------------------|-----------------|-----------------|-------------------------|-----------------|-----------------|---|-----------------|-----------------|
|  | Shipped in 1874.                   | More than 1873. | Less than 1873. | Shipped in 1874. | More than 1873. | Less than 1873. | Shipped in 1874.        | More than 1873. | Less than 1873. | Shipped in 1874.  | More than 1873. | Less than 1873. |
| Pieces of fir timber ..                            | 182,687                            | 9,426           | ..              | 7,135            | 253             | ..              | 2,603                   | 1,247           | ..              | 29,534  | 10,471          | ..              |
| " small size fir timber ..                         | 53,741                             | 3,379           | ..              | 25,383           | 7,774           | ..              | 31,004                  | 27,067          | ..              | 57,054  | 31,708          | ..              |
| " masts and spars ..                               | 24                                 | ..              | 18,195          | ..               | ..              | 10              | ..                      | ..              | ..              | 142   | ..              | 611             |
| " deck deals and deals ..                          | 94,786                             | 25,903          | ..              | 6,282            | 3,548           | ..              | 137,344                 | ..              | 41,862          | 187,179   | ..              | 36,708          |
| " sleepers, oak and fir ..                         | 396,645                            | 30,646          | ..              | ..               | ..              | ..              | 739,172                 | ..              | 246,944         | 156,943   | ..              | 230,766         |
| Fathoms of lathwood ..                             | 1,688                              | ..              | 108             | ..               | ..              | ..              | 10                      | 10              | ..              | 72  | 66              | ..              |
| Shocks of treenails ..                             | 3,137                              | 1,688           | ..              | ..               | ..              | ..              | ..                      | ..              | ..              | 680   | 602             | ..              |
| Pieces of oak timber, crooks, and planking logs .. | 43,064                             | ..              | 1,757           | 7,841            | ..              | 7,913           | 6,342                   | ..              | 7,203           | 6,473   | 3,235           | ..              |
| Pieces of oak planks ..                            | 24,363                             | 9,714           | ..              | 239,381          | 127,741         | ..              | 32,796                  | ..              | 852             | 36,783  | 13,538          | ..              |
| Shocks of staves ..                                | 11,380                             | ..              | 7,597           | 199              | 70              | ..              | 1,208                   | 1,208           | ..              | 8,932   | ..              | 1,631           |

## Stock of Timber on the 31st of December, 1874 and 1873.

|                                   |           |  |  |  | 1874.   | 1873.   |
|-----------------------------------|-----------|--|--|--|---------|---------|
| Fir timber .. .. .                | Pieces .. |  |  |  | 183,200 | 176,400 |
| " " small sized .. ..             | " ..      |  |  |  | 173,000 | 207,400 |
| Fir sleepers .. .. .              | " ..      |  |  |  | 484,500 | 275,200 |
| Round wood .. .. .                | " ..      |  |  |  | 81,900  | 99,200  |
| White wood timber .. ..           | " ..      |  |  |  | 37,200  | 28,800  |
| Oak, planking logs, and crooks .. | " ..      |  |  |  | 79,800  | 54,100  |
| Oak planks, 1st brack .. ..       | " ..      |  |  |  | 7,800   | 6,300   |
| " " 2nd " .. .. .                 | " ..      |  |  |  | 28,100  | 19,300  |
| Staves, full and undersized ..    | Shocks .. |  |  |  | 2,900   | 2,700   |
| Blamisu staves .. .. .            | " ..      |  |  |  | 10,600  | 20,500  |

## IMPORTS BY SEA.

*Groceries.*—The consumption of groceries at this place has been about the same as in the year 1873, and the dull state of affairs in general has had very little influence on this branch of business.

*Coffee.* *Import in 1874.*—39,660 centals against 43,036 centals in 1873, and 38,429 centals in 1872. The decline in the import of coffee, as compared with the previous year, is chiefly due to the reaction that took place on the unnatural artificial agitation for a rise in 1873. At the commencement of the year this agitation was still in full swing, and an advance of from 8 to 10 per cent. was obtained on the starting prices; but already in February new signs of slackness appeared, and in March a considerable decline was manifest, due to the great fall in prices at the Dutch public auction sales. Confidence in this article having been thus completely shaken, prices ranged themselves, after many fluctuations between February and December, from 25 to 30 per cent. lower, according to qualities.

The following table shows the fluctuations during the year:—

|                           | Per lb. in bond. |                  |                  |                   |
|---------------------------|------------------|------------------|------------------|-------------------|
|                           | 1st<br>January.  | 1st<br>February. | 1st<br>April.    | 31st<br>December. |
|                           | Sgr.             | Sgr.             | Sgr.             | Sgr.              |
| Ordinary Rio de Janeiro.. | 10 $\frac{3}{4}$ | 11 $\frac{3}{4}$ | 9                | 8 $\frac{1}{2}$   |
| Good ordinary Java .. ..  | 12 $\frac{1}{4}$ | 13               | 10 $\frac{1}{4}$ | 10 $\frac{1}{4}$  |
| Medium Ceylon .. .. .     | 12 $\frac{3}{4}$ | 14 $\frac{1}{4}$ | 11 $\frac{3}{4}$ | 12 $\frac{1}{4}$  |

Stock in bond at the end of the year, 7,193 centals against 7,418 centals in 1873, and 6,002 centals in 1872.

*Rice.*—The amount turned over was large, particularly during the months of June and July, before the new harvest of grain and potatoes; and a very brisk demand from the interior and from Poland was experienced. The import this year amounted to 78,064 centals, against 73,201 centals in 1873 and 41,665 centals in 1872.

Stock on hand at the close of the year, 14,135 centals against 1,113 centals in 1873, and 9,917 centals in 1872.

*Herrings.*—The first new herrings from Scotland arrived on the 4th of August. They fetched 14 th. for not stamped full and 11 th. for



unstamped matties; but owing to very large arrivals prices soon gave way to 13 th. for full and 9 th. for matties.

The first crown branded full and crown branded matties arrived on the 25th of August; the former fetched 13 th. and the latter 10 th.; later prices advanced a little until the end of the year, for crown branded full  $14\frac{1}{3}$  th., and for crown branded matties mixed  $10\frac{2}{3}$  th., and for crown branded spent 11 th. From this time a declining tendency prevailed, notwithstanding the bad fishing reports from Norway.

At the end of the year the following quotations were ruling: Crown branded full  $13\frac{1}{3}$ – $13\frac{2}{3}$  th., crown branded spent  $9\frac{1}{2}$ – $9\frac{2}{3}$  th., crown branded matties 8– $8\frac{1}{2}$  th. Last year's season—from beginning of July—has been an unprofitable one for all those who are engaged in this trade. The fall in the prices of meat in this province, as well as in Poland, has to a great extent caused a decrease in the consumption of herrings, or at least contributed to lower the prices of them.

The following tables show import and stock on hand at the end of this year:—

#### IMPORT of Herrings.

|                               | 1874.    | 1873.    | 1872.    |
|-------------------------------|----------|----------|----------|
| From Scotland—                | Barrels. | Barrels. | Barrels. |
| Crown branded full .. .. .    | 25,991   | 30,275   | 38,654   |
| "    "    spent .. .. .       | 7,407    | 16,048   | 13,931   |
| "    "    mixed and matties.. | 56,504   | 46,841   | 25,785   |
| Various, unstamped .. .. .    | 12,565   | 11,934   | 13,853   |
| Torn bellies .. .. .          | 15,192   | 6,547    | 1,338    |
| Total .. .. .                 | 117,659  | 111,645  | 93,561   |
| From Norway—                  |          |          |          |
| Vaar herrings .. .. .         | ..       | 435      | 19,613   |
| Various fat herrings .. .. .  | 11,484   | 5,106    | 6,740    |
| From France .. .. .           | 1,195    | ..       | ..       |
| Total .. .. .                 | 130,338  | 117,276  | 119,914  |

The above figures prove that the imports and, perhaps, the consumption of Scotch herrings are steadily increasing year by year. The stock on hand at the close of 1874, as compared with 1873 and 1872, was as follows:—

| Scotch Herrings.               | 1874.    | 1873.    | 1872.    |
|--------------------------------|----------|----------|----------|
|                                | Barrels. | Barrels. | Barrels. |
| Crown branded full .. .. .     | 7,663    | 11,501   | 15,225   |
| "    "    spent .. .. .        | 3,995    | 10,139   | 7,011    |
| "    "    matties and mixed .. | 35,992   | 14,810   | 12,297   |
| Various, unstamped .. .. .     | 969      | 525      | 4,256    |
| Torn bellies .. .. .           | 8,703    | 3,096    | 43       |
| Total .. .. .                  | 56,322   | 40,071   | 38,832   |

*Salt*.—Imported at the port of Dantzic in 1874, 764,192 centals of 50 kilos., and the stock on hand at the close of the same year amounted to 139,582 centals of 50 kilos.; against import in 1873 of 919,200 centals, and in 1872 of 621,600 centals.

*Coals.*—Notwithstanding the hard trials made to introduce Silesian coals for general use in this place instead of English coals, manufacturers and the public have given up all the idea of using anything but English coals, as their superiority in quality is beyond all doubt. The imports of coals in 1874 show a large increase as compared with the previous year, as follows:—

|                            |    |    |    |    |                                      |
|----------------------------|----|----|----|----|--------------------------------------|
| In 1874, 447 ships brought | .. | .. | .. | {  | Tons.<br>211,077 coals<br>5,335 coke |
| Total in 1874              | .. | .. | .. | .. | 216,412                              |
| Against, in 1873           | .. | .. | .. | .. | 165,743                              |
| Surplus in 1874            | .. | .. | .. | .. | 50,669                               |

Total stock on hand at the end of the year 14,100 tons. Prices followed those ruling in the English markets.

## FREIGHT.

In spring, at the opening of the shipping season, a lively demand for ships with paying freights was experienced, but already in the middle of the year it was very difficult to find employment for vessels even at far lower rates, and in the last months of the year business had assumed a complete liveness.

Freight per 500 quarters of wheat to Great Britain, 3*s.* 6*d.* to 2*s.* 9*d.* sterling; later 2*s.* 6*d.* to 2*s.* 3*d.* sterling. Timber per load, 19*s.* to 17*s.* sterling; later 16*s.* to 15*s.* sterling. Salt from Liverpool to Dantzic, 9*s.* to 6*s.* sterling per ton. Coals, 6*l.* to 7*l.*; at the close of the shipping season to Scotch ports, 8*l.* 10*s.* 8*l.* 18*s.* freight was paid for vessels, and 9*l.* for steamers.

Seamen's wages at Dantzic from 18 th. to 21 th. per month.

## FINANCIAL.

The commercial crisis which has now lasted for more than two years, has naturally had a very injurious influence on money transactions and on credit in general, as every investment in joint-stock undertakings is looked upon with suspicion, and the credit freely granted formerly to commercial houses has been either greatly reduced, or sometimes completely withdrawn. For this reason it is but natural that the total amounts turned over by the banks established at Dantzic have been lower again than in the previous year. Deposits have increased, but this is not a proof of economy on the part of the population, but the best sign of the general distrust and the depression of trade.

Money lying deposited at the following banking establishments on the 31st December, 1874, amounted to—

|                                   | 1874.     | 1873.     |
|-----------------------------------|-----------|-----------|
|                                   | Thalers.  | Thalers.  |
| At the Royal Prussian Bank .. ..  | 2,174,470 | 1,958,630 |
| Dantzic Private Action Bank .. .. | 1,606,980 | 1,350,350 |
| Dantzic Savings Bank .. ..        | 2,552,795 | 2,460,849 |

## TOTAL amounts turned over in 1874.

|                                   | 1874.      | 1873.       |
|-----------------------------------|------------|-------------|
|                                   | Thalers.   | Thalers.    |
| At the Royal Prussian Bank .. ..  | 83,293,900 | 108,721,500 |
| Dantzic Private Action Bank .. .. | 94,472,417 | 88,128,958  |
| Dantzic Savings Bank .. ..        | 20,760,864 | 19,987,254  |

## REMARKS.

Although this year's report gives again a gloomy picture of the trade of this city, which, owing to its favourable situation, is by nature destined to be the most important port on the Baltic, there is every prospect that, as soon as the direct railway line, viâ Mlawa to Warsaw, has been finished, which will join likewise the direct railway line to Odessa, both the import and export trade will assume very extensive proportions.

In fact, Dantzic will most probably, at no remote period, be one, if not the most important port for the more direct and most convenient commercial intercourse between the United Kingdom and Russia, inclusive of Russian-Poland, and it may therefore, under certain circumstances, when its importance for Russia is fully understood by that power, become of great political importance, as its geographical position already sufficiently indicates.

Since the canalization in the city of Dantzic has been finished, and by which all unhealthy matters have been removed, the mortality has been far less than in former years, and there exists no fear whatever now among medical men, that cholera, should it make its appearance again, will be able to spread as it used to do. Dantzic being an old fortification, building ground has become very scarce, and house rent has consequently risen rapidly and is getting higher from year to year.

Dantzic, August 26, 1875.

## HAMBURGH.

*Supplementary Report by Consul Annesley on the Trade of Hamburg for the Year 1874.*

THE want of enterprize which characterized business operations during the year 1874, will be found fully reflected in the statistical details which are given below. Notwithstanding the favourable harvest which Germany enjoyed, trade showed little or no improvement. There was an increase of about 170,000 tons in the weight of imports from the interior, but the total value of the goods received by sea and land showed a decrease of nearly 9,500,000*l.* sterling upon 1873, and of more than 13,000,000*l.* as compared with 1872. It is, however, to be remarked that the decline in the imports of bullion is chargeable with a large proportion of the deficiency, the receipts from the United Kingdom alone having been below those of 1873 by more than 7,000,000*l.*

The trade of Hamburg being almost entirely one of transit, the above remarks will apply with little alteration to the export trade by sea, which also manifested a considerable decrease.

Table A.—TOTAL Net Weight of Imports, 1870-74.

| Year.      | By Sea.    | By Land and River. | Total.     |
|------------|------------|--------------------|------------|
|            | Cwts.      | Cwts.              | Cwts.      |
| 1870 .. .. | 29,245,704 | 23,631,946         | 52,877,650 |
| 1871 .. .. | 43,714,437 | 24,471,884         | 68,186,321 |
| 1872 .. .. | 47,161,864 | 25,925,239         | 73,087,103 |
| 1873 .. .. | 40,875,135 | 27,774,063         | 68,649,198 |
| 1874 .. .. | 40,433,371 | 31,629,444         | 72,062,815 |

B.—VALUE of Imports, 1870-74.

| Year.      | By Sea.    | By Land and River. | Total.     |
|------------|------------|--------------------|------------|
|            | £          | £                  | £          |
| 1870 .. .. | 29,786,100 | 24,974,900         | 54,761,000 |
| 1871 .. .. | 55,686,800 | 33,682,690         | 89,369,000 |
| 1872 .. .. | 64,035,690 | 35,580,250         | 99,615,940 |
| 1873 .. .. | 57,605,250 | 38,398,066         | 96,003,316 |
| 1874 .. .. | 49,793,176 | 36,744,908         | 86,538,084 |

## C.—ORIGIN, Weight, and Value of Imports, excluding Bullion, in 1874.

| By Sea.                             |                            |                                |                  | By Land and River.            |                          |                           |            | Total<br>by Sea, Land,<br>and River. |
|-------------------------------------|----------------------------|--------------------------------|------------------|-------------------------------|--------------------------|---------------------------|------------|--------------------------------------|
| From<br>Transatlantic<br>Countries. | From<br>European<br>Ports. | From<br>and through<br>Altona. | Total<br>by Sea. | From Northern Europe.         |                          | From Interior of Germany. |            |                                      |
|                                     |                            |                                |                  | By<br>Altona-Kiel<br>Railway. | By<br>Lübeck<br>Railway. | By Rail.                  | By Waggon. |                                      |
| Cwts.                               | Cwts.                      | Cwts.                          | Cwts.            | Cwts.                         | Cwts.                    | Cwts.                     | Cwts.      | Cwts.                                |
| 7,865,221                           | 29,819,280                 | 2,745,636                      | 40,430,137       | 1,561,880                     | 3,312,331                | 7,359,226                 | 3,110,498  | 16,280,479                           |
| £                                   | £                          | £                              | £                | £                             | £                        | £                         | £          | £                                    |
| 12,706,554                          | 31,800,263                 | 4,272,181                      | 48,778,998       | 3,450,717                     | 3,001,435                | 21,489,156                | 3,516,733  | 3,047,817                            |
|                                     |                            |                                |                  |                               |                          |                           |            | 83,284,856                           |



In the following table a statement is given of the goods imported, specifying their general character and origin, together with their declared weight and value. To the total value of the imports by sea, bullion contributed only 2 per cent. against 14 per cent. in 1873; articles of consumption were 31 per cent. against 27 per cent. in 1873, and raw materials 43 per cent. against 36 per cent. in 1873. Notwithstanding the relative improvement, the actual value of the articles of consumption and raw materials differed very slightly from the receipts of the previous year, owing to the decrease in the total value already pointed out.

## D.—CLASSIFICATION of Imports in 1874, excluding Bullion.

| Description.   | By Sea.    |            |                      | By Land and River. |            |                      |
|--|------------|------------|----------------------|--------------------|------------|----------------------|
|  | Weight.    | Value.     | Percentage of Value. | Weight.            | Value.     | Percentage of Value. |
|  | Cwts.      | £          |                      | Cwts.              | £          |                      |
| 1.—Articles of food, viz., cattle, grain, dairy and colonial produce .. .. | 6,768,252  | 15,703,796 | 31·5                 | 9,767,848          | 10,917,302 | 29·7                 |
| 2.—Building materials and fuel, viz., stone, bricks, coals, &c. .. ..      | 19,432,424 | 1,299,530  | 2·6                  | 15,977,691         | 954,118    | 2·6                  |
| 3.—Raw materials, yarns, and partly-manufactured goods .. ..               | 12,105,099 | 21,394,230 | 43·0                 | 3,669,351          | 6,894,926  | 18·8                 |
| 4.—Textile fabrics .. ..   | 572,618    | 6,349,489  | 12·8                 | 353,857            | 8,361,980  | 22·7                 |
| 5.—Other manufactured goods .. ..  | 1,651,744  | 4,031,953  | 8·1                  | 1,856,667          | 7,377,532  | 20·1                 |
| 6.—Coin and bullion .. ..  | 3,234      | 1,014,178  | 2·0                  | 5,030              | 2,239,050  | 6·1                  |
| Total .. ..  | 40,438,371 | 49,793,176 | 100·0                | 31,629,444         | 36,744,908 | 100·0                |

## E.—IMPORTS by Sea in 1874, showing Countries whence received.

| Whence received.                        | Weight.           | Value.            |
|---|-------------------|-------------------|
|   | Cwts.             | £                 |
| <b>Transatlantic countries—</b>         |                   |                   |
| Argentine Republic and Uruguay ..       | 127,832           | 298,505           |
| Brazil .. .. .                          | 763,589           | 2,812,999         |
| Chili and Peru .. .. .                  | 1,439,639         | 1,069,747         |
| China .. .. .                           | 58,752            | 267,045           |
| East coast of Africa .. .. .            | 19,395            | 36,180            |
| West " " .. .. .                        | 158,572           | 176,061           |
| East Indies .. .. .                     | 523,182           | 329,066           |
| Mexico .. .. .                          | 400,647           | 249,403           |
| South Sea Islands .. .. .               | 542,038           | 222,642           |
| United States .. .. .                   | 2,848,489         | 4,842,217         |
| Venezuela .. .. .                       | 225,924           | 925,009           |
| West Indies, British .. .. .            | 73,770            | 35,762            |
| " Foreign .. .. .                       | 367,624           | 714,195           |
| Other countries .. .. .                 | 315,768           | 746,723           |
| <b>Total transatlantic countries ..</b> | <b>7,864,221</b>  | <b>12,706,554</b> |
| <b>European countries—</b>              |                   |                   |
| Belgium .. .. .                         | 532,400           | 323,220           |
| Denmark .. .. .                         | 23,778            | 20,966            |
| France .. .. .                          | 830,776           | 1,780,948         |
| Germany .. .. .                         | 609,790           | 807,644           |
| Great Britain .. .. .                   | 25,048,933        | 25,200,592        |
| Holland .. .. .                         | 736,450           | 1,482,027         |
| Italy .. .. .                           | 355,377           | 304,914           |
| Russia, Black Sea .. .. .               | 20,173            | 8,715             |
| " Northern ports .. .. .                | 113,835           | 71,371            |
| Spain and Portugal .. .. .              | 320,156           | 533,929           |
| Sweden and Norway .. .. .               | 1,098,870         | 707,171           |
| Turkey, Greece, &c. .. .. .             | 66,740            | 46,980            |
| Other countries .. .. .                 | 12,047            | 11,786            |
| Via Altona .. .. .                      | 2,745,635         | 4,272,181         |
| <b>Total, European countries ..</b>     | <b>32,564,916</b> | <b>36,072,444</b> |
| " Transatlantic .. .. .                 | <b>7,865,221</b>  | <b>12,706,554</b> |
| " Imports by sea .. .. .                | <b>40,430,137</b> | <b>48,778,998</b> |

The imports from transatlantic countries showed a slight increase upon those received in 1873, in which year they amounted to 7,255,539 cwts., with an estimated value of 12,506,921*l.*; but there was a deficiency in the European imports of above 1,000,000 cwts., with a value of nearly 9,000,000*l.* sterling, which occurred chiefly in the goods received from Great Britain and the adjacent port of Altona.

The following table shows the details of the imports from the United Kingdom. As compared with the average of the last five years, there was a decrease in the value of 4,374,000*l.*, which, as will be seen by Table G., was principally confined to the article of bullion, in which the fluctuations have been very considerable since the conclusion of the late war.

## F.—IMPORTS from the United Kingdom in 1874.

| Description.                                 | Weight.    | Value.     |
|--|------------|------------|
|  | Cwts.      | £          |
| Articles of food—                            |            |            |
| Coffee .. .. .                               | 247,057    | 1,269,341  |
| Cocoa .. .. .                                | 16,225     | 39,104     |
| Sugar and molasses .. .. .                   | 96,017     | 98,464     |
| Spices .. .. .                               | 36,501     | 149,993    |
| Tea .. .. .                                  | 15,168     | 118,322    |
| Wine, spirits, and beer .. .. .              | 37,970     | 85,181     |
| Other articles .. .. .                       | 486,146    | 598,145    |
| Building materials and fuel—                 |            |            |
| Cement .. .. .                               | 289,037    | 38,846     |
| Coals and coke .. .. .                       | 16,637,221 | 911,718    |
| Fire bricks .. .. .                          | 109,619    | 9,926      |
| Slates .. .. .                               | 589,216    | 132,387    |
| Other articles .. .. .                       | 76,496     | 9,477      |
| Raw materials and partly-manufactured goods— |            |            |
| Cotton .. .. .                               | 313,869    | 1,068,969  |
| Hemp .. .. .                                 | 1,613      | 3,280      |
| Silk, raw and twisted .. .. .                | 1,726      | 148,839    |
| Shoddy .. .. .                               | 12,103     | 52,056     |
| Wool .. .. .                                 | 100,137    | 1,034,605  |
| Cotton yarn and twist .. .. .                | 256,932    | 2,534,439  |
| Woollen .. .. .                              | 119,821    | 2,169,855  |
| Linen .. .. .                                | 54,649     | 390,451    |
| Copper .. .. .                               | 108,427    | 486,266    |
| Pig iron .. .. .                             | 1,994,134  | 508,118    |
| Other metals .. .. .                         | 57,837     | 210,690    |
| Drugs and chemicals .. .. .                  | 437,661    | 726,563    |
| Dyewoods and dyeing materials .. .. .        | 83,461     | 501,527    |
| Wrought iron and steel .. .. .               | 205,514    | 158,563    |
| Iron and tin plate, wire, &c. .. .. .        | 66,458     | 108,300    |
| Rails and coarse ironware .. .. .            | 112,715    | 116,923    |
| Fine ironware, cutlery, &c. .. .. .          | 37,356     | 206,829    |
| Machinery .. .. .                            | 368,973    | 994,247    |
| Hides and skins .. .. .                      | 158,670    | 962,975    |
| Other articles .. .. .                       | 585,523    | 872,769    |
| Textile fabrics—                             |            |            |
| Cotton .. .. .                               | 123,128    | 1,539,323  |
| Linen, half linen, and sail cloth .. .. .    | 245,292    | 700,842    |
| Silk and half silk .. .. .                   | 3,035      | 240,086    |
| Woollen and half woollen .. .. .             | 168,800    | 3,312,651  |
| Other textile fabrics .. .. .                | 10,576     | 239,742    |
| Other manufactures—                          |            |            |
| Indiarubber wares .. .. .                    | 20,760     | 196,721    |
| Leather and leather wares .. .. .            | 93,282     | 770,408    |
| Oils, vegetable and mineral .. .. .          | 291,745    | 461,774    |
| Pottery, porcelain, and table glass .. .. .  | 209,989    | 150,058    |
| Other articles .. .. .                       | 163,074    | 876,819    |
| Coin and bullion .. .. .                     | 331        | 186,830    |
| Total .. .. .                                | 25,039,264 | 25,387,422 |

## G.—IMPORTS from the United Kingdom, 1870-74.

| Description.                    | 1870.      | 1871.      | 1872.      | 1873.      | 1874.      |
|---------------------------------|------------|------------|------------|------------|------------|
|                                 | £          | £          | £          | £          | £          |
| Articles of consumption ...     | 1,146,048  | 1,754,371  | 1,980,910  | 2,286,435  | 2,358,550  |
| Building materials and fuel ... | 626,434    | 919,609    | 1,128,200  | 1,294,965  | 1,102,354  |
| Raw materials, yarns, &c. ...   | 9,550,308  | 14,244,159 | 15,719,090 | 13,243,151 | 13,251,264 |
| Textile fabrics ...             | 3,707,482  | 5,718,488  | 6,173,050  | 5,901,598  | 6,032,644  |
| Other manufactures ...          | 1,418,602  | 2,185,652  | 2,369,750  | 2,139,065  | 2,455,780  |
| Coin and bullion ...            | 821,837    | 11,263,958 | 10,493,890 | 7,338,160  | 186,830    |
| Total ...                       | 17,269,711 | 36,086,237 | 37,864,890 | 32,202,374 | 25,387,422 |

## EXPORT TRADE.

As the value of the goods that leave this port by sea is not stated it is only possible to form an opinion of the movements of this branch of trade from the weights furnished by the authorities, which will be found to confirm the statement made at the outset of this report as to the depression under which business of all kinds suffered during the year. The statistics of the exports are only available for the last three years.

## EXPORTS from Hamburgh by Sea, 1872-74.

| Description.                   | 1872.      | 1873.      | 1874.      |
|--------------------------------|------------|------------|------------|
|                                | Cwts.      | Cwts.      | Cwts.      |
| Articles of consumption ..     | 6,469,439  | 7,268,355  | 6,190,471  |
| Building materials and fuel .. | 1,034,278  | 832,660    | 697,279    |
| Raw materials ..               | 4,173,514  | 4,211,503  | 4,135,551  |
| Textile fabrics ..             | 412,557    | 399,439    | 320,193    |
| Other manufactures ..          | 1,479,539  | 1,486,737  | 1,371,361  |
| Coin and bullion ..            | 3,957      | 1,957      | 6,783      |
| Total ..                       | 13,573,284 | 14,200,651 | 12,771,638 |

The destination of these exports is thus generally stated:—

| Whither exported.                  | 1872.      | 1873.      | 1874.      |
|------------------------------------|------------|------------|------------|
|                                    | Cwts.      | Cwts.      | Cwts.      |
| Australia and South Sea Islands .. | 49,608     | 34,180     | 32,853     |
| Asia ..                            | 384,721    | 364,268    | 541,294    |
| Africa ..                          | 215,142    | 155,481    | 256,107    |
| North America ..                   | 1,137,084  | 1,130,162  | 1,133,973  |
| South America, west coast ..       | 766,443    | 604,612    | 502,015    |
| east ..                            | 1,165,923  | 1,091,404  | 917,458    |
| West Indies ..                     | 330,123    | 272,557    | 268,511    |
| Europe, excluding Germany ..       | 8,652,453  | 9,927,994  | 8,506,586  |
| Other German ports ..              | 871,787    | 620,043    | 612,841    |
| Total ..                           | 13,573,284 | 14,200,651 | 12,771,638 |

The shipments to British ports were as follows:—

| Whither exported.                   | 1872.     | 1873.     | 1874.     |
|-------------------------------------|-----------|-----------|-----------|
|                                     | Cwts.     | Cwts.     | Cwts.     |
| United Kingdom .. .. .              | 6,659,508 | 7,182,468 | 5,364,802 |
| Australia and New Zealand .. ..     | 28,788    | 20,342    | 18,302    |
| East Indies .. .. .                 | 91,755    | 67,337    | 93,932    |
| West „ .. .. .                      | 7,008     | 8,854     | 8,435     |
| Cape and west coast of Africa .. .. | 206,375   | 141,787   | 230,667   |
| British North America .. .. .       | 32,554    | 29,500    | 25,748    |
| Other colonies .. .. .              | 5,557     | 3,027     | 948       |
| Total .. .. .                       | 7,031,545 | 7,453,315 | 5,742,834 |

The exports to the United Kingdom are specified in the following table. As has been already shown, they were much below those of the two previous years, the deficiency having chiefly occurred in articles of consumption, such as fruit and vegetables, barley, cattle, and sheep, while textile fabrics of every description were considerably below the last two years. The shipments of bullion, on the other hand, were much larger than ever before. It may be remarked that there has been of late a considerable increase in the quantity of grape-sugar sent to England from this port, the shipments having been during the last three years 6,354, 27,422, and 92,262 cwts. respectively.



## EXPORTS to the United Kingdom, 1872-74.

| Description.                           | 1872.     | 1873.     | 1874.     |
|--|-----------|-----------|-----------|
|  | Cwts.     | Cwts.     | Cwts.     |
| Articles of consumption—               |           |           |           |
| Coffee .. .. .                         | 7,604     | 10,625    | 7,364     |
| Cocoa .. .. .                          | 5,540     | 2,633     | 3,614     |
| Sugar, molasses, and grape sugar ..    | 345,995   | 985,503   | 627,377   |
| Tea .. .. .                            | 1,795     | 1,955     | 642       |
| Tobacco and cigars .. .. .             | 11,901    | 13,915    | 13,561    |
| Fruit, vegetables, and potatoes ..     | 649,223   | 1,010,516 | 146,254   |
| Wine, spirits, and beer .. .. .        | 189,292   | 235,193   | 225,034   |
| Wheat .. .. .                          | 283,268   | 121,927   | 119,818   |
| Barley .. .. .                         | 1,212,491 | 633,614   | 137,356   |
| Oats, beans, and hops .. .. .          | 198,457   | 115,709   | 166,829   |
| Flour .. .. .                          | 358,936   | 439,021   | 591,152   |
| Cattle and sheep .. .. .               | 253,745   | 445,833   | 316,730   |
| Fresh meat .. .. .                     | 31,444    | 46,449    | 37,037    |
| Salted and smoked meat .. .. .         | 195,893   | 302,792   | 362,706   |
| Butter and eggs .. .. .                | 195,013   | 211,892   | 221,762   |
| Other articles .. .. .                 | 111,282   | 155,342   | 155,420   |
| Building materials and fuel .. .. .    | 56,329    | 172,344   | 76,464    |
| Raw materials—                         |           |           |           |
| Dyewoods and dyeing materials ..       | 43,690    | 60,134    | 45,760    |
| Drugs and chemicals .. .. .            | 93,720    | 97,205    | 89,478    |
| Lead and zinc .. .. .                  | 106,718   | 117,381   | 87,587    |
| Other metals and ores .. .. .          | 99,620    | 109,464   | 137,653   |
| Hides, dry and salted .. .. .          | 44,844    | 37,925    | 32,530    |
| Calf and other skins .. .. .           | 15,120    | 18,412    | 15,258    |
| Leather .. .. .                        | 10,382    | 8,316     | 11,647    |
| Bones and horns .. .. .                | 13,502    | 7,324     | 15,092    |
| Manure salt .. .. .                    | 939,244   | 717,623   | 706,710   |
| Cow and horse hair, bristles, &c. ..   | 30,349    | 22,768    | 22,466    |
| Tar and oil .. .. .                    | 150,979   | 123,952   | 65,390    |
| Clover and other seeds .. .. .         | 137,004   | 134,179   | 99,329    |
| Oilcake .. .. .                        | 61,843    | 33,408    | 7,232     |
| Rags .. .. .                           | 33,197    | 32,552    | 54,977    |
| Wool and shoddy .. .. .                | 120,655   | 136,563   | 129,886   |
| Woollen and other yarns .. .. .        | 45,396    | 42,690    | 43,624    |
| Other raw materials .. .. .            | 112,901   | 104,464   | 78,920    |
| Textile fabrics—                       |           |           |           |
| Silk goods .. .. .                     | 3,310     | 3,123     | 2,731     |
| Woollen and half-woollen goods ..      | 82,760    | 77,615    | 51,413    |
| Cotton .. .. .                         | 33,643    | 38,216    | 28,568    |
| Linen .. .. .                          | 8,754     | 7,080     | 5,610     |
| Other textile fabrics .. .. .          | 4,023     | 5,625     | 3,945     |
| Manufactures—                          |           |           |           |
| Wooden wares, toys, &c. .. .. .        | 131,821   | 80,525    | 107,439   |
| Leather and indiarubber goods ..       | 12,441    | 15,191    | 14,352    |
| Paper and papier maché .. .. .         | 37,532    | 41,031    | 55,729    |
| Glass, porcelain, and pottery .. ..    | 76,834    | 87,771    | 95,725    |
| Iron and metal wares .. .. .           | 31,608    | 25,497    | 15,955    |
| Sewing and other machines .. .. .      | 17,275    | 25,650    | 20,456    |
| Pianofortes and musical instruments .. | 10,388    | 13,963    | 17,449    |
| Candles, soap, and perfumery ..        | 6,307     | 6,182     | 3,602     |
| Other manufactures .. .. .             | 73,636    | 43,844    | 52,751    |
| Coin and bullion .. .. .               | 2,805     | 1,462     | 6,168     |
| Total .. .. .                          | 6,659,508 | 7,182,463 | 5,364,302 |

## RECAPITULATION.

| Description.                  | 1872.     | 1873.     | 1874.     |
|-------------------------------|-----------|-----------|-----------|
|                               | Cwts.     | Cwts.     | Cwts.     |
| Articles of consumption .. .. | 4,006,879 | 4,732,979 | 3,162,706 |
| Building materials, &c. .. .. | 56,329    | 172,344   | 76,464    |
| Raw materials .. ..           | 2,064,163 | 1,804,365 | 1,643,639 |
| Textile fabrics .. ..         | 132,490   | 131,664   | 92,317    |
| Other manufactures .. ..      | 396,843   | 339,654   | 383,508   |
| Coin and bullion .. ..        | 2,805     | 1,462     | 6,168     |
| Total .. ..                   | 6,659,508 | 7,182,468 | 5,364,802 |

*Marine Insurance.*—This branch of enterprize continues to be carried on upon a large scale, although the losses of the past few years have pressed heavily on underwriters. The business done last year was rather less than that of the years 1872 and 1873, but showed a considerable improvement upon the average of the previous five years. The value of the property insured against sea risk in the seventeen local companies was 59,485,000*l.*, and that insured by private underwriters and the agents of foreign companies, nineteen in number, was 25,634,800*l.*

The average premium was 1.16 per cent., being a slight advance upon the rates of the two previous years.

## MARINE Insurance, 1870–74.

| Year.   | By Hamburg Companies. | By Private Underwriters and Agents. | Total.      |
|---------|-----------------------|-------------------------------------|-------------|
|         | £                     | £                                   | £           |
| 1870 .. | 49,722,378            | 12,939,985                          | 62,662,368  |
| 1871 .. | 64,954,800            | 18,923,528                          | 83,878,328  |
| 1872 .. | 73,778,116            | 27,769,304                          | 101,547,420 |
| 1873 .. | 61,233,733            | 27,781,975                          | 89,015,708  |
| 1874 .. | 59,485,500            | 25,634,800                          | 85,120,300  |

*Ocean Steamers.*—The competition which had been carried on both in England and on the continent throughout the year, the dullness of trade in America, and the consequent decline of emigration, had the effect of materially checking the operations of the steamship companies running vessels between this and various transatlantic ports. The largest of these, the Hamburg-American Company, had during the last fourteen years paid dividends varying from 6 to 14 per cent.; but for the year 1874 it found itself not only unable to declare any dividend, but was compelled to acknowledge that in consequence of the reduction of fares and freights, the business of the year had been carried on at a loss amounting altogether to about 690,000*l.*, in addition to the total loss of one of the vessels of the West Indies line.

The extent to which the business of this company suffered during the year will be seen by the following statement of the passenger traffic for the last three years, which constitutes the principal source of revenue:—

| Passengers.                      | 1872.  | 1873.  | 1874.  |
|----------------------------------|--------|--------|--------|
| To New York .. .. .              | 42,931 | 36,626 | 21,870 |
| From " .. .. .                   | 9,317  | 10,512 | 9,136  |
| To New Orleans and West Indies.. | 4,105  | 2,623  | 2,068  |
| From " .. .. .                   | 2,014  | 1,147  | 1,592  |
| Total .. .. .                    | 58,367 | 50,908 | 34,666 |

The cargoes carried in 1874 showed a slight improvement, having been 188,000 cubic metres against 172,000 in 1873, but the reduced freight made the increased quantity of no account.

The Transatlantic Company, which was engaged in the same trade, presented a still more gloomy report to its shareholders, from which it appears that not a single voyage was carried on without loss, the sum total of the deficit amounting to about 260,000*l*. The passengers carried were, outwards, 6,064, and homewards, 2,409, the cargoes weighing 42,171 tons.

As it was quite evident that there was no prospect of competing successfully with the older line of steamers to New York, the Transatlantic Company has concluded an agreement with the other line, by which its fleet, consisting, before the unfortunate loss of the "Schiller," of seven new Clyde-built steamers, has been transferred at an average reduction of about 15 per cent. from the cost price, payable, however, almost entirely in stock of the old company.

The South American Steamship Company, which maintains communication with Brazil and the River Plate, suffered to a large extent from the unfavourable state of trade in South America, but seems to be making steady progress. The steamers of this line completed eighteen voyages to and from Brazil, via Lisbon, with profitable freights, in addition to which there was an improvement in the passenger traffic, consisting chiefly of emigrants from Lisbon. As the profits had to be devoted to paying off some of the preference shares, the increase of the reserve fund, and to cover a loss of 10,000*l*. incurred in 1873, no dividend could be declared.

The company's operations for the last three years are thus stated :—

|                           |            | 1872.       | 1873.   | 1874.   |
|---------------------------|------------|-------------|---------|---------|
| Passengers carried ..     | Number ..  | Not stated. | 3,127   | 3,733   |
| Cargoes .. ..             | Tons ..    | 18,019      | 22,590  | 26,817  |
| Freights, &c. received .. | £ sterling | 79,655      | 174,174 | 221,055 |

The vessels of the Cosmos Steamship Company, six in number, made eleven voyages during the year between Hamburgh and the principal ports in Chili and Peru, via Havre, Antwerp, and Monte Video. The freights earned showed an improvement upon 1873, but the losses suffered in that year absorbed the whole of the profit, amounting to nearly 9,000*l*., and left a deficit of 3,200*l*. still remaining. The shares are in the hands of a few proprietors.

The German Steamship Company, which carries on communication with seven vessels between this port and Penang, Singapore, Hong-kong, and Shanghai, via the Suez Canal, was the most successful of the various companies established here, having paid a dividend of 5 per cent. for 1874. Its steamers completed nine voyages to and from the

ports mentioned, all of which from this port were with complete cargoes, 14,743 tons, it not having been necessary, as in the previous year, to send the vessels to London or elsewhere to fill up. The return cargoes to London and Hamburg amounted to 19,000 tons, but were not so remunerative as usual; while the coasting trade in the eastern seas proved very remunerative, and occupied one of the vessels continuously for several months.

The following statement shows the number and tonnage of the vessels belonging to the above-mentioned companies, exclusive of those employed for local purposes, together with the extent to which their shares suffered during the year:—

## STEAMSHIP Companies at Hamburg.

| Name of Line.       | Vessels. | Tons Register. | Shares.         |                 |
|---------------------|----------|----------------|-----------------|-----------------|
|                     |          |                | December, 1873. | December, 1874. |
|                     |          |                | Per cent.       | Per cent.       |
| Hamburg-American .. | 21       | 36,197         | 136             | 74½             |
| Transatlantic ..    | 6        | 11,795         | 61              | 17              |
| South American ..   | 6        | 8,511          | 78              | 70              |
| Cosmos ..           | 6        | 5,867          | Not quoted      | 78              |
| German ..           | 5        | 4,691          | 90              | 84              |
| Total ..            | 44       | 67,061         | ..              | ..              |

## BANKS.

The business done by the joint-stock banks was naturally influenced by the dullness of trade and the absence of commercial enterprise. As these institutions engage to a considerable extent in speculation, they are necessarily exposed to the fluctuations of industrial and financial companies, and it is a matter for satisfaction to the shareholders that their interests are in general so well attended to that losses from this source are but rare. The business of the year was marked by caution, and showed a general improvement upon 1873.

The North German (Norddeutsche) Bank completed its eighteenth year, and declared a dividend of 10 per cent. on its paid-up capital of 2,700,000*l*. The increase of the capital in 1873 afforded an opportunity of engaging in financial transactions on a large scale, the principal of which were the loans issued by the Municipality of Vienna and the Bremen and Norwegian Governments, and the Swedish and Gotha Mortgage Banks. This bank is also interested in one of the principal journals published in Berlin.

The report of the Union (Vereins) Bank was also satisfactory, and showed the position of the institution to be improving. Notwithstanding the dullness of trade, the number of customers increased during the year from 3,826 to 3,977, and no losses of consequence were incurred.

The International Bank is largely interested in several undertakings in addition to its local banking business, the principal being the International Bank of Hamburg and London, the Hamburg-Berlin and the German-Brazilian Banks, which were very successful during the year, and yielded satisfactory returns for the capital invested, the two



latter institutions having paid dividends of 5 and 11 per cent. respectively.

The Commercial and Discount (Commerz und Disconto) Bank is, like the foregoing, a large holder of stock in various enterprizes, out of which, by sales and interest, it realized a profit of about 79,000*l.* against a loss of 256,000*l.* in 1873. There was an increase in the amount of business done, but owing to the losses sustained in 1873 a very small dividend was declared.

The Anglo-German (Anglo-Deutsche) Bank has not recovered from the great losses suffered during the last two or three years, but shows no disposition to abandon the field to its rivals. Its shares have suffered a considerable depreciation, and owing to the limited business done, no dividend could be paid.

The other banks are few in number, and their operations are comparatively limited. The annual dividends and closing quotations of the five principal banks for the last three years were as follows:—

#### JOINT-STOCK BANKS.

| Name.            | Founded. | Annual Dividend. |                  |                  | Shares.           |                   |                  |
|------------------|----------|------------------|------------------|------------------|-------------------|-------------------|------------------|
|                  |          | 1872.            | 1873.            | 1874.            | 1872.             | 1873.             | 1874.            |
| North German ..  | 1856     | 13 $\frac{3}{4}$ | 10 $\frac{1}{2}$ | 10               | 181 $\frac{1}{2}$ | 140               | 147              |
| Union ..         | ..       | 13 $\frac{1}{2}$ | 10 $\frac{3}{4}$ | 11 $\frac{1}{2}$ | 126               | 122 $\frac{1}{2}$ | 125              |
| International .. | 1870     | 8 $\frac{6}{8}$  | 7                | 7 $\frac{3}{4}$  | 123 $\frac{1}{2}$ | 97 $\frac{1}{2}$  | 104              |
| Commercial ..    | ..       | 8 $\frac{3}{4}$  | ..               | 3 $\frac{1}{2}$  | 128               | 90 $\frac{1}{2}$  | 80 $\frac{1}{2}$ |
| Anglo-German ..  | 1871     | 7 $\frac{1}{2}$  | ..               | ..               | 126 $\frac{1}{2}$ | 61                | 42               |

#### POPULATION.

The health of the population is stated by the Medical Board to have been very satisfactory during the year, and the mortality did not exceed the normal rate. There were no visitations of cholera or other epidemics, with the exception of an unusual number of cases of typhus fever at the Uhlenhorst, a district to the north-east of the town, which lies rather low, and has not yet been properly drained. The cases were 1,128 against 947 in 1873, or about 3 per 1,000 inhabitants; but only 17 per cent. proved fatal against 20 per cent. in the year before. Croup and diphtheria were not so prevalent, but the mortality from these diseases is increasing. In 1873 there were 1,924 cases, with 349 deaths; while in 1874 the cases had decreased to 1,822, with a total mortality of 362. The main drainage works in the suburbs are now rapidly approaching completion, and will materially contribute to the health and comfort of a large section of the population.

The number of births was 14,732, and equal to 41 per 1,000 of the inhabitants, a proportion rarely found elsewhere. There has been a gradual increase in this respect during the last few years, and although the percentage of illegitimacy shows no improvement, being still about 10 per cent. of the whole number of births, the proportion of still-born children is slightly less.



## BIRTHS in the State of Hamburg.

|                 | 1872.  | 1873.  | 1874.  |
|-----------------|--------|--------|--------|
| Males .. .. .   | 6,991  | 7,184  | 7,594  |
| Females .. .. . | 6,427  | 6,697  | 7,188  |
| Total .. .. .   | 13,418 | 13,881 | 14,782 |

Respecting the foregoing births the following particulars are given:—

|                      | 1872. | 1873. | 1874. |
|----------------------|-------|-------|-------|
| Illegitimate .. .. . | 1,255 | 1,308 | 1,471 |
| Stillborn .. .. .    | 608   | 616   | 632   |

The mortality did not exceed the normal rate of 27 per 1,000 inhabitants; while in 1871 and 1873, owing to the prevalence of smallpox in the former and cholera in the latter year, it had risen to 37 and 30 per 1,000 respectively. Of the total number of deaths, 34 per cent. were those of children under twelve months. The causes of death during the last three years are thus stated:—

## DEATHS in the State of Hamburg.

|  | 1872.   |           | 1873.   |           | 1874.   |           |
|--|---------|-----------|---------|-----------|---------|-----------|
|  | Number. | Per Cent. | Number. | Per Cent. | Number. | Per Cent. |
| Apoplexy ... .. .                          | 365     | 4·07      | 342     | 3·24      | 366     | 3·78      |
| Cancer ... .. .                            | 264     | 2·92      | 257     | 2·43      | 319     | 3·30      |
| Chest diseases, various...                 | 936     | 10·34     | 1,069   | 10·12     | 1,480   | 15·31     |
| Consumption ... .. .                       | 1,179   | 13·04     | 1,207   | 11·43     | 1,208   | 12·50     |
| Convulsions, children ...                  | 519     | 5·74      | 530     | 5·02      | 581     | 5·50      |
| Cholera ... .. .                           | ...     | ...       | 1,005   | 9·48      | ...     | ...       |
| Diarrhoea and dysentery ...                | 584     | 6·46      | 872     | 8·26      | 829     | 8·58      |
| Diphtheria and croup ...                   | 294     | 3·25      | 341     | 3·23      | 352     | 3·64      |
| Heart disease ... .. .                     | 229     | 2·53      | 274     | 2·59      | 254     | 2·63      |
| Nervous system, diseases of                | 339     | 3·75      | 312     | 2·95      | 296     | 3·07      |
| Old age ... .. .                           | 457     | 5·05      | 528     | 5·00      | 490     | 5·07      |
| Scarlet fever, measles, and whooping cough | 582     | 6·43      | 388     | 3·77      | 377     | 3·90      |
| Other infantile diseases...                | 1,058   | 11·69     | 1,228   | 11·62     | 1,531   | 15·85     |
| Smallpox, unvaccinated ...                 | 193     | 2·13      | 3       | 0·03      | 2       | 0·02      |
| "    vaccinated ... .. .                   | 120     | 1·44      | ...     | ...       | ...     | ...       |
| Suicide ... .. .                           | 88      | 0·97      | 101     | 0·96      | 89      | 0·92      |
| Typhus fever ... .. .                      | 229     | 2·53      | 189     | 1·79      | 193     | 2·00      |
| Violence and accident ...                  | 159     | 1·75      | 211     | 1·99      | 196     | 2·03      |
| Other causes ... .. .                      | 1,439   | 15·91     | 1,706   | 16·09     | 1,148   | 11·90     |
| Total ... .. .                             | 9,044   | 100·00    | 10,563  | 100·00    | 9,661   | 100·00    |

The following particulars are given as to the ages of those who died in 1874, with a statement of the estimated numbers at the various ages, based upon the results of the last census, in December, 1873:—

| Age.                          | Deaths. | Estimated Population. |
|-------------------------------|---------|-----------------------|
| Under 1 year .. .. .          | 3,349   | 9,185                 |
| From 1 to 5 years .. .. .     | 1,342   | 31,885                |
| "    5    15    "    .. .. .  | 393     | 59,266                |
| "    15    25    "    .. .. . | 416     | 71,240                |
| "    25    50    "    .. .. . | 1,614   | 131,615               |
| "    50    70    "    .. .. . | 1,424   | 45,218                |
| Above 70 years .. .. .        | 1,123   | 9,044                 |
| Total .. .. .                 | 9,661   | 357,453               |

The number of physicians practising in Hamburg at the end of the year was 209, and that of the apothecaries 52. Dentists numbered 33, veterinary surgeons 14, barber-surgeons 49, and midwives 100, all of whom had passed examinations, and received the necessary permission to practise from the proper authorities.

#### FINANCES.

The increased cost of living and the consequent augmentation of official salaries, the heavy expenses incurred for public works, harbour improvements, &c., together with the annual contribution required towards the expenses of the Federal Government, have made a considerable addition to the Hamburg budget. A statement is given below in proof of this, by which it will be seen that the increase within the last nine years has amounted to 82½ per cent. The interest on the State debt amounted in 1867 to 239,570*l.*, and to 316,588*l.* for 1875.

#### PUBLIC Expenditure.

|   | 1867.   | 1875.*    |
|---|---------|-----------|
|   | £       | £         |
| Senate, magistrates, and .. .. .                              | 34,649  | 48,891    |
| Municipal council .. .. .                                     |         |           |
| Finance department (including interest on public debt).. .. . | 261,474 | 392,904   |
| Board of trade and navigation .. .. .                         | 18,229  | 32,436    |
| Board of works .. .. .  | 127,435 | 203,159   |
| Education and public charities .. .. .                        | 65,207  | 169,993   |
| Justice and police .. .. .                                    | 76,310  | 188,509   |
| Military and foreign affairs .. .. .                          | 63,268  | 4,367     |
| Contribution to Zollverein and Imperial Treasuries .. .. .    |         | 158,504   |
| Extraordinaries .. .. .                                       |         | 22,510    |
| Total .. .. .   | 668,535 | 1,221,273 |

The principal sources of revenue are the rents of public lands, licenses to carry on trade, interest on railway shares held by the State, and an income tax levied on all persons whose incomes exceed 30*l.* per annum.

\* Estimate.

## PUBLIC Revenue.

|  | 1867.   | 1875.*    |
|--|---------|-----------|
|  | £       | £         |
| State property, licenses, &c. .. ..                        | 108,722 | 300,462   |
| Taxes, stamps, and shipping dues .. ..                     | 574,608 | 735,534   |
| Official fees .. .. .                                      | 49,280  | 111,397   |
| Extraordinaries .. .. .                                    | 6,075   | 8,402     |
| Deficit, to be met from surplus of former<br>years .. .. . | ..      | 65,478    |
| Total .. .. .  | 738,685 | 1,221,273 |

\* Estimate.

Hamburgh, August 16, 1875.

## KONIGSBERG.

*Report by Consul Hertslet on the Trade and Commerce at Königsberg for the Year ending 31st December, 1874.*

## I.—TRADE AND COMMERCE.

THE year 1874 was certainly a most unpropitious one for Germany, not only for trade and industry, but likewise for all commercial enterprise or activity.

The crisis of 1873 spread from the funds market, the original origin of the misfortunes, to constantly increasing circles. Many branches, even of the goods trade, were involved in it. Instead of the hoped-for mitigation of the sufferings, they appeared to pass from the previous circle to a still more dangerous chronic stage. Much as the unhealthy plans of the feverish speculations and undertakings of the previous period had been too highly thought of, the mistrust in all and every industrial undertaking was now still more exaggerated. Even the most solid and old-established safe investments were looked upon as unsafe and insecure.

Königsberg had not had such a violent crisis in 1873, and therefore the general unfavourable state of affairs was not so much felt here, although naturally an entire escape from their baneful influence could not be effected. Had it not been for this baneful influence, the year 1874 would in all probability have been a very brilliant one.

The extent of business continued to grow in most branches in the same astonishing manner as in the previous year. Naturally the funds and banking business could not prosper here either, but this has not relatively the same importance for this place as it has for Berlin or for Frankfurt-on-Maine; but the quotations on the Exchange do not exhibit a similar multitude of nearly valueless undertakings as is the case on those larger exchanges. Of the comparatively not many undertakings which were started in the excited period of speculation, hardly one has become actually bankrupt. Only two went down below 50 per cent. The total amount of business transactions at the Royal Branch Bank was indeed less than the enormous amounts in the years 1872 and 1873, *i. e.*, 216,000,000 th. and 224,000,000 th., but still amounted to 190,000,000 th. The Königsberg Union Bank recovered its position and paid a dividend of more than 5 per cent., which not every bank can boast of in 1874. Here, as well as in most other places, the iron trade suffered most. Several of the most important iron works and foundries have not given any account of their business this year. One of them it is known has suffered severe losses. Trade in iron goods was likewise very unfavourable. Prices fell constantly, and went down below the prices which ruled in 1871, before the great rise commenced. Machine making suffered equally, although one establishment was so fully employed that it was compelled to extend its premises. The pianoforte manufactory found likewise an increased demand for its manufactures, both in the province and to Russia.

The trade in salt was financially very unfavourable. The importa-

tion of salt increased by 60,000 cwts., and the exportation to Russia by upwards of 150,000 cwts.; but in an article of so small value this was not of much consequence. The expectations on account of the abolition of the salt monopoly in Poland were by no means fulfilled, and Königsberg is still unable to compete with Memel and Dantzic in this article, as they have the advantage of cheap return freights in timber ships, and are more conveniently situated for this business. Trade in chemicals and drugs was likewise unfavourable, but the worst results were exhibited in the petroleum branch. Notwithstanding the constantly increasing demand, from 33,000 barrels in 1869 to nearly 100,000 barrels, this trade always resulted in losses, and in 1874 the enormous leakage and sinking prices occasioned a panic. The general state of commerce naturally occasioned a falling-off in the consumption of wine, and as the quality of the growth of 1874 was unsatisfactory, a less importation of about 5,000 cwts. took place. The forwarding houses likewise continue to complain of the competition of Riga and Reval, but these towns complain equally of the competition of Königsberg. But with these exceptions the dark side of the trade of Königsberg in 1874 is closed, and the bright side come forward the more conspicuously.

The chief branch of commerce at Königsberg increased considerably again in 1874, although this had appeared to be almost impossible, on account of the importation of grain from Russia in the year before having been so colossal, and although many circumstances occurred to prevent a further increase. The harvest in the province proved to be of good quality, but wanting in quantity. Many inland towns sent grain direct by railway to Germany which formerly came to Königsberg for sale, and the consumption of grain in the province itself for cattle-feeding purposes has evidently much increased, so that the supply of grain from this province can only be calculated at about 2,500,000 cwts., whilst in the year before it was 4,000,000 cwts.; but, on the other hand, the supply from Russia rose in an incredible manner. Only a few years back this extensive back country only supplied about half as much as the small province, East Prussia. It is true that already in 1873 this had been altered by the increased junction of these railways with the railways in the interior of Russia, but still the supplies of grain from Russia in 1873 scarcely amounted to as much as were supplied by this province; and a part of these Russian supplies were again diverted from this place by the calamities of 1872; 1873, which were occasioned by the want of proper facilities at the Königsberg station of the Royal (Ost Bahn) East Railway to meet the sudden extension of trade, so that the inland places in Russia, whenever the difference of freight and expenses made it possible to do so, sent the supplies to Riga or Reval in preference to Königsberg. But the further connection with the Russian railways, and particularly the connection of the East Prussian Southern Railway with the Brest Grajewo and Landworowo Romny Railways, opened up to Königsberg the whole of south-western Russia, and more than made good all other mishaps.

For the first time the grain supply from Russia by far exceeded that of the province. The supply exceeded 6,000,000 cwts., or nearly three times as much as home-grown supplies, which is but natural, as that part of Russia to which Königsberg is the geographical natural sea-port is upwards of ten times larger than East Prussia, and accordingly the exportation of grain by sea in 1874 reached 7,139,444 cwts., estimated at 61,700,000 marks = 3,085,000*l.*, against 6,600,000 cwts., valued 56,200,000 marks = 2,810,000*l.* in 1873, and at the same time large quantities were exported by railways. Altogether the total of



8,676,000 cwts. of grain and seed, valued at 71,000,000 marks = 3,700,000*l.*, were exported from here, against 7,314,000*l.* cwts., valued at 61,000,000 marks = 3,050,000*l.* in 1873. Königsberg, without doubt, now assumes the rank of one of the chief staple places of grain on the continent of Europe. The prices of grain, it is true, receded somewhat in 1874, but on the whole the grain merchants of the place have no reason not to be satisfied with the financial results.

The supplies of flax, hemp, and tow likewise exhibited a considerable increase; the supplies having been in 1873, 763,000 cwts., valued at 23,900,000 marks = 1,195,000*l.*, and in 1874, 946,000 cwts., valued at 29,800,000 marks = 1,490,000*l.*, of which by far the greatest part was the produce of Russia. However, a large part of their supplies were not sold at Königsberg, but were forwarded on by Königsberg expeditors. The exportation increased likewise, although not in the same proportion, it was 886,000 cwts. in 1874, against 841,000 cwts. in 1873. Königsberg can, therefore, likewise claim a foremost rank in the flax and hemp trade. Financially, the results of the flax trade were very moderate, and the hemp trade was languid and unaccompanied by any equivalent profits. The extent of and profits on the flax and hemp trade would have been considerably larger if the unexpected heightening of the railway freights on these articles had not taken place in the second half of the year, and made themselves severely felt. The Königsberg merchants complain for years past as to the effects of the tariff freight arrangements, and the differential tariffs, which made it less expensive to send flax, hemp, and tows direct from Russia to Austria, the Rhine, Belgium, and France, than via Königsberg, and the increased tariff to Königsberg made this unfairness still more severely felt, but, nevertheless, this trade increased in extent, being favoured by cheap sea freights. The wood trade is likewise increasing, although it remains unimportant in comparison with the wood trade at Memel and Dantzic. Some exertions are being made to increase the facilities for the wood trade.

The extent of trade in colonial goods has likewise increased in extent, particularly the tea trade, which is a speciality of Königsberg, and for which some anxieties were expressed in last year's report. The business of the Königsberg importers increased by some hundred-weights, whilst the transit trade of the forwarding houses showed a considerable falling off. However, the sale of 51,000 cwts. of tea, valued at 9,000,000 marks (or 450,000*l.*) by the Königsberg merchants for their own account always is a considerable matter. Coffee was difficult of sale on account of the high prices. The importation of rice was 63,000 cwts. The consumption of sugar in the province has likewise increased. About 24,000 cwts. of wool came to market, but prices were low, and the agriculturists had no benefit from the greater production.

The grinding mills, chiefly water power, which is very considerable in this province, proceeded favourably. The flour produced by them is well received in Berlin and all the middle German provinces, and has also been exported by sea to foreign nations. The oil from the oil crushing mills, did not answer so well; but the oilcakes were in good demand. The increase in the herring trade was very extensive indeed. No other branch of trade can be compared to it in extent. The importation of herrings was about 50 per cent. larger than in 1873, which was already a very large one. The quantity of herrings imported in—

|      |       |    |    |    |    | Barrels. |
|------|-------|----|----|----|----|----------|
| 1872 | was.. | .. | .. | .. | .. | 186,000  |
| 1873 | „ ..  | .. | .. | .. | .. | 172,000  |
| 1874 | „ ..  | .. | .. | .. | .. | 252,000  |

The export to Russia was likewise very large on account of the increased railway facilities, and reached over 103,000 barrels. But the profits of this increased business did not by any means come up to the expectations that had been entertained.

The exportation of paper rags likewise increased, and was a profitable business. The home trade in rags could not pay on account of the heavy rates of railway carriage on the article.

The characteristic of the trade of Königsberg for the year 1874 is therefore a most enormous increase and extension in most of the most important branches of trade.

The sea trade rose in some degree at Pillau. The arrivals and clearances were:—

|                     | 1873.              |                     | 1874.              |                    |
|---------------------|--------------------|---------------------|--------------------|--------------------|
|                     | Number of Vessels. | Lasts of 4,000 lbs. | Number of Vessels. | Last of 4,000 lbs. |
| Arrivals . . . . .  | 2,178              | 242,014             | 2,266              | 279,583            |
| Clearances .. . . . | 2,077              | 285,814             | 2,212              | 273,610            |

The increase in the sea trade was therefore not very remarkable ; but the traffic by rail was very extensive.

In 1873 the arrivals of goods by the Royal (Ost bahn) East Railway and East Prussian Railway were, together, 10,195,000 cwt., and the departures 5,422,000 cwt. In 1874, arrivals, 13,212,000 cwt.; departures, 8,433,000 cwt. Total arrivals and departures in 1873, 15,617,000 cwt.; in 1874, 21,645,000 cwt. And it is evident that this is by no means the sum at which the trade of Königsburg will eventually arrive. The tariff arrangements between the Royal East Railway (Ost bahn) and Russia are hampered by a number of difficulties, and are, up to the present, by no means sufficiently developed in the principal points to meet the almost incalculable productive powers of that enormous country, and the East Prussian Southern Railway—Pillau, Königsberg, Odessa—is still in its infancy as to its arrangements with Russia, and the arrangements for the traffic with Poland, Galicia, Hungary, and Roumania, to all of which countries it equally leads, have not as yet been even commenced. The railway traffic is therefore open to an immediate extension. As a matter of course, the river, harbour, and other facilities at Königsberg, and at Pillau, which are needful to extend the sea trade, which must necessarily increase in proportion, will be gradually extended to meet this traffic, and must be of proportionate dimensions.

Therefore, the year 1874, which has commercially been a very unpropitious one for nearly all Germany, has not disturbed the very important improvements which have occurred at this place uninterruptedly for the last ten years, although in most branches of trade the profits have not been in any proportion to the increased extent of commerce, as far as the merchants are concerned ; but the prosperity and increase in the means of the entire population of Königsberg, and the appearance of the town itself, are very remarkable. All those branches of trade which arise from favourable geographical position have proved, from the statistical reports of the last ten years, to have increased here. Considerably larger quantities of coals have been imported and sold. Building, which seems to have declined in most of the German

towns, has been carried on vigorously at Königsberg for both public and private account, and even the manufactured goods' trade has increased at least in extent.

And it must be expected that the attention of the Government, which has been drawn to these facts, and is making every exertion to assist the private enterprise of the inhabitants, will continue to advance the prosperity of these long neglected parts.

*Corn and Grain.*—According to the lists of the Royal Customs House, the exportation from Königsberg, Pillau by sea, has been as follows :—

|             |    |    |    | 1873.     | 1874.     |
|-------------|----|----|----|-----------|-----------|
|             |    |    |    | Cwts.     | Cwts.     |
| Wheat       | .. | .. | .. | 1,071,616 | 1,439,463 |
| Rye..       | .. | .. | .. | 2,294,360 | 2,394,138 |
| Barley      | .. | .. | .. | 442,283   | 501,005   |
| Oats        | .. | .. | .. | 1,133,428 | 940,757   |
| Buckwheat.. | .. | .. | .. | 6,948     | 84,461    |
| Peas        | .. | .. | .. | 553,604   | 456,304   |
| Beans       | .. | .. | .. | 154,395   | 143,094   |
| Tares       | .. | .. | .. | 200,422   | 140,747   |
| Clover seed | .. | .. | .. | 2,923     | 1,518     |
| Timothy     | .. | .. | .. | 16,639    | 8,978     |
| Hempseed    | .. | .. | .. | 98,018    | 53,643    |
| Linseed     | .. | .. | .. | 448,413   | 529,880   |
| Rapeseed    | .. | .. | .. | 227,837   | 445,717   |
| Total       | .. | .. | .. | 6,650,886 | 7,139,705 |

and by the Royal East Railway and East Prussian South Railway together, 1,537,017 cwts., making total by sea and rail of 8,676,722 cwts. of corn and grain, as the exportation of 1874.

The following tables show the exportation of corn and grain by sea since 1860 :—

|              | Cwts.     |
|--------------|-----------|
| 1860 .. .. . | 4,122,883 |
| 1861 .. .. . | 4,744,142 |
| 1862 .. .. . | 3,766,276 |
| 1863 .. .. . | 4,063,951 |
| 1864 .. .. . | 3,659,958 |
| 1865 .. .. . | 2,097,927 |
| 1866 .. .. . | 3,310,955 |
| 1867 .. .. . | 2,697,978 |
| 1868 .. .. . | 2,058,353 |
| 1869 .. .. . | 2,710,975 |
| 1870 .. .. . | 5,599,264 |
| 1871 .. .. . | 6,222,476 |
| 1872 .. .. . | 4,127,371 |
| 1873 .. .. . | 6,650,886 |
| 1874 .. .. . | 7,139,705 |

the chief part of which arrives here by rail from Russia.

The exportation of corn and grain by sea to the various countries is shown by the following table :—

|             | Belgium. | Bremen. | Denmark. | France. | Great Britain. | Holland. | Lubeck. | Germany. | Norway. | Sweden. |
|-------------|----------|---------|----------|---------|----------------|----------|---------|----------|---------|---------|
|             | Cwts.    | Cwts.   | Cwts.    | Cwts.   | Cwts.          | Cwts.    | Cwts.   | Cwts.    | Cwts.   | Cwts.   |
| Wheat ..    | 303,229  | ..      | 64,655   | 72,700  | 597,237        | 315,493  | 1,650   | 115,946  | 23,773  | 4,660   |
| Rye ..      | 81,371   | ..      | 249,863  | 2,750   | 116,828        | 91,264   | 80,527  | 845,613  | 778,409 | 142,213 |
| Barley ..   | ..       | ..      | 1,407    | ..      | 323,019        | 58,445   | 27,098  | 49,608   | 20,391  | 8,754   |
| Oats ..     | 146,934  | ..      | 3,008    | 65,931  | 528,934        | 73,877   | 23,808  | 130,802  | ..      | ..      |
| Buckwheat   | 18,587   | ..      | 1,026    | ..      | 24,654         | 31,126   | 1,054   | 9,988    | ..      | ..      |
| Peas ..     | 156      | ..      | 18,257   | 2,240   | 227,269        | 52,103   | 34,299  | 65,794   | 44,475  | 11,711  |
| Beans ..    | 5,554    | ..      | ..       | ..      | 97,540         | ..       | 3,195   | 36,805   | ..      | ..      |
| Tares ..    | 18,640   | 4,540   | 308      | 37,255  | 60,045         | 1,614    | 6,132   | 11,410   | 807     | ..      |
| Clover seed | ..       | ..      | 11       | ..      | 1,502          | ..       | ..      | ..       | 4       | ..      |
| Timothy     | ..       | ..      | 803      | 1,651   | 2,604          | 1,598    | 243     | 1,634    | 400     | 45      |
| Hempseed    | ..       | ..      | 4,515    | 2,014   | 34,914         | 414      | 2,899   | 5,634    | ..      | ..      |
| Linseed     | 64,683   | ..      | 36,068   | 21,201  | 244,838        | 84,321   | 12,452  | 34,091   | 17,755  | 14,471  |
| Rapeseed    | 8,643    | ..      | 4,050    | 31,724  | 163,536        | 163,647  | 300     | 58,885   | 10,739  | 8,993   |

Great Britain has had as usual the greatest share of the exports from here.

The stocks of grain at the end of the year were as follows:—

|              |    |    |    |    | 1874.   | 1873.   |
|--------------|----|----|----|----|---------|---------|
|              |    |    |    |    | Cwts.   | Cwts.   |
| Wheat        | .. | .. | .. | .. | 249,900 | 155,040 |
| Rye..        | .. | .. | .. | .. | 208,800 | 210,480 |
| Barley       | .. | .. | .. | .. | 79,800  | 42,420  |
| Oats         | .. | .. | .. | .. | 39,000  | 30,900  |
| Peas beans.. | .. | .. | .. | .. | 91,800  | 96,120  |
| Linseed      | .. | .. | .. | .. | 90,300  | 112,800 |
| Rapeseed     | .. | .. | .. | .. | 31,400  | 104,000 |
| Total        | .. | .. | .. | .. | 791,000 | 751,760 |

Since the East Prussian Railway has afforded the means of shipping grain at all times in summer and winter, the amount of stock at any particular time is of less importance, and trade has become much more regular and less speculative than formerly.

*Wheat.*—Prices were per 1,000 kilos:—

|            |    |    |    |    | In January. | In Spring. |
|------------|----|----|----|----|-------------|------------|
|            |    |    |    |    | Thalers.    | Thalers.   |
| High mixed | .. | .. | .. | .. | 89 to 90    | 85 to 87   |
| Mixed..    | .. | .. | .. | .. | 84 85       | 80 82      |
| Red        | .. | .. | .. | .. | 85 86       | 81 83      |

and were quite nominal during the summer months. The autumn prices were—

|            |    |    |    |    | Thalers. |
|------------|----|----|----|----|----------|
| High mixed | .. | .. | .. | .. | 66 to 68 |
| Mixed      | .. | .. | .. | .. | 62 64    |
| Red        | .. | .. | .. | .. | 62 64    |

and went down further 4 th. at the close of the year.

*Rye.*—Prices ruled in spring, 60 to 62 th.; in summer, 58 to 59th.; in autumn, 47 to 51 th. At first Prussian grown rye was of more value than Russian imported rye, but the difference is gradually diminishing.

*Barley.*—Prices ruled in spring, 53 to 60 th. for malting, and 46 to 52 th. for feeding barley.

*Oats.*—Were at 46 to 53 th. for Russian, and 60 th. for Prussian. In summer, 40 to 42 th., and autumn, 36 to 38 th. per 1,000 kilos.

*Peas.*—Prices were 50 to 54 th. for fodder, 60 to 64 for boilers.

*Beans.*—59 to 62 th.

*Tares.*—51 to 54 th.

*Linseed.*—71 to 81 th. for fine; 70 to 72. th. for middling; 57 to 59 th. for ordinary, with a falling tendency.

*Rape Seed.*—About 75 th.

*Hemp Seed.*—57 to 62 th.

*Buckwheat.*—With shells, 43 to 48 th.; unshelled, 64 to 70 th. The trade in the two latter articles has much declined.

*Clover Seed.*—14 to 17 th. per cwt., with a falling tendency.

*Timothy Seed.*—9 to 11 th. per cwt.; about 20,000 cwts. were sold.



*Poppy Seed.*—A new article at this place was imported from Russia in three colours, grey, blue, and white. Prices 6 to 7 th. per cwt.

*Flax and Hemp.*—

|   | Cwts.     |
|---|-----------|
| Flax stocks from 1873 were .. .. .              | 68,000    |
| „ imported by East Prussian Southern Railway .. | 47,385    |
| „ „ Royal East Railway.. .. .                   | 268,851   |
| Hemp, tows, and codilla .. .. .                 | 630,260   |
| Total .. .. .                                   | 1,014,496 |

|                                | Cwts.   |
|--------------------------------|---------|
| Flax exported by sea .. .. .   | 535,367 |
| „ „ from Pillau by sea .. .. . | 8,378   |
| „ „ by East Railway.. .. .     | 161,357 |
| Hemp „ „ .. .. .               | 180,927 |
| Total .. .. .                  | 886,029 |

Stocks at the close of 1874, 128,467 cwts.

The prices of flax were—for watered flax, 13 to 14 th. and 12, 14½, to 15th. per cwt., according to quality; and for unwatered flax, 7, 9, 10, 11, to 13 th., according to quality.

*Tows and Codilla.*—Fine tows, 10 to 10½ th.; middling, 4 to 6½ th.; ordinary, 2¾ to 3¾ th.

*Hemp.*—Has now to compete with Manilla hemp, which fell from 27 to 18 th. Prices were for fine polish, 12¾ to 13 th. per cwt.; out-shot, 11¼ to 11¾ th. per cwt.; other sorts, 7, 8, 9, 10–10½ th. per cwt., according to quality.

*Hemp Tows.*—3 to 6 th. per cwt.

*Wood.*—The wood trade is commencing to be of more importance than formerly at Königsberg. Sawn goods, planks, &c., were in request at the beginning of 1874, and about 200 workmen are now employed at the various saw-mills. The facilities for export by sea are, however, very inferior at present.

*Colonial Goods.*—The share companies in England, Holland, and other countries, which since 1872 have driven up the price of these articles to an unnatural height by buying up such articles as coffee and pepper, and keeping them out of the market, could not last long. This place had not speculated in these articles, and therefore did not suffer from the speculations in them. The opening of the Brest-Kieff Railway enabled persons in many parts of Russia who had formerly taken their supplies from Warsaw or Odessa to take them now from Königsberg, particularly rice in large waggons full was sent from here.

*Tea.*—The fears which were entertained and appeared to be substantiated in the beginning of 1874 have not proved correct. A decided improvement in the Königsberg tea trade has to be mentioned, although the total importation was 22,881 cwts. less than in 1873. According to the custom-house list the total import of tea was—

|                  | Cwts.   |
|------------------|---------|
| In 1873 .. .. .  | 189,785 |
| 1874 .. .. .     | 166,904 |
| Decrease .. .. . | 22,881  |

but of the 166,904 cwts. the quantity forwarded in transit was 116,106 cwts., and therefore the quantity imported for account of the Königsberg tea merchants was 54,798 cwts.; and the stocks of 1873 being 8,176 cwts., shows a total of 58,974 cwts., and the stocks at close

of 1874 7,323 cwts., shows that the sale of tea at Königsberg in 1874 has been 51,631 cwts., with a value of about 3,000,000 th., or some hundredweights more than 1873; but the total of the transit trade in—

|             |    |    |    |    |    | Cwts.   |
|-------------|----|----|----|----|----|---------|
| 1873 was..  | .. | .. | .. | .. | .. | 143,348 |
| 1874 „ ..   | .. | .. | .. | .. | .. | 116,106 |
| Decrease .. |    |    |    |    |    | 27,242  |

or in value instead of 8,000,000 th. only 6,500,000 th. This was partly occasioned by the Hamburg competition. Hamburg had made direct importations of very large quantities of lower qualities of tea, and could place them in Moscow cheaper either by sea, via Revel, or by rail, via Warsaw; but the new crop, which was early in 1874, and which proved to be of finer quality than usual, made it possible for Königsberg to regain its former position at Nischni Novgorod. The East Prussian Southern Railway likewise lowered its freight rates on the article, so that Königsberg was enabled to compete with the low through freight from London—Revel Moscow and London Riga Moscow. The Royal East Railway (Ost bahn) likewise followed the example, but at first only for Moscow, so that the trade to St. Petersburg was reduced to a minimum; but it is believed that the representation of the Königsberg merchants and Chamber of Commerce will induce the Government to lower the rate of freight to St. Petersburg likewise. It is but too evident that the railways have too much power of unnaturally driving the trade from one place to another, of course only at a ruinous result to the shareholders of private companies.

#### Coffee.—

|  |    |    |    |    |    | Cwts. | Cwts.  |
|--|----|----|----|----|----|-------|--------|
| Stocks on 1st January, 1874                | .. | .. | .. | .. | .. | ..    | 5,617  |
| Imports in 1874                            | .. | .. | .. | .. | .. | ..    | 31,180 |
| Total                                      | .. | .. | .. | .. | .. | ..    | 36,797 |
| Of this as exported in transit to Russia.. | .. | .. | .. | .. | .. | 2,355 |        |
| Stock in bond on 31st December             | .. | .. | .. | .. | .. | 9,523 |        |
|  |    |    |    |    |    | —     | 11,878 |
| Inland consumption 1874..                  | .. | .. | .. | .. | .. | ..    | 24,919 |
| Against inland consumption, 1873           | .. | .. | .. | .. | .. | ..    | 32,618 |

The trade did not leave any profit. Prices at the end of the year were:—

|                            |    |    |    |    | Per Prussian lb. | Duty paid, |
|----------------------------|----|----|----|----|------------------|------------|
|                            |    |    |    |    |                  | Sgr.       |
| Good coloured small Ceylon | .. | .. | .. | .. | 13½              |            |
| Yellow Java                | .. | .. | .. | .. | 13 to 14         |            |
| Green „                    | .. | .. | .. | .. | 12 12½           |            |
| Native Ceylon              | .. | .. | .. | .. | 11½ 11½          |            |

#### Rice.—

|  |    |    |    |    |    | Cwts.  | Cwts.  |
|--|----|----|----|----|----|--------|--------|
| Stocks on 1st January, 1874                | .. | .. | .. | .. | .. | ..     | 13,576 |
| Imports in 1874                            | .. | .. | .. | .. | .. | ..     | 49,645 |
| Total                                      | .. | .. | .. | .. | .. | ..     | 63,221 |
| Of which was exported in transit to Russia | .. | .. | .. | .. | .. | 17,383 |        |
| Stock in Bond 31st December                | .. | .. | .. | .. | .. | 11,595 |        |
|  |    |    |    |    |    | —      | 29,428 |
| Inland consumption                         | .. | .. | .. | .. | .. | ..     | 33,793 |

The trade was profitable. Prices paid for Patna rice in transition to Russia, 5½ to 6 th. per cwt.

*Spices of all Kinds.*—The importation in 1874 was 8,875 cwts. The exportation to Russia was—

|                      |    |    |    |    |    | Cwts. |
|----------------------|----|----|----|----|----|-------|
| Of Pepper            | .. | .. | .. | .. | .. | 3,963 |
| Pimento              | .. | .. | .. | .. | .. | 1,407 |
| Various              | .. | .. | .. | .. | .. | 976   |
| Total export .. .. . |    |    |    |    |    | 6,346 |

Stock per 31st December, 2,529 cwts. The trade was profitable.

*Southern Fruits of all Kinds.*—About 2,500 cwts. of oranges and lemons were imported and realized fair prices, with ready sales. Of dried fruits—

|                                  |    |    |    |    |    | Cwts.  |
|----------------------------------|----|----|----|----|----|--------|
| The stocks were ..               | .. | .. | .. | .. | .. | 2,768  |
| The importation                  | .. | .. | .. | .. | .. | 10,287 |
| Total .. .. .                    |    |    |    |    |    | 13,055 |
| Of which were exported to Russia | .. | .. | .. | .. | .. | 2,124  |
| In bond on 31st December         | .. | .. | .. | .. | .. | 2,164  |
| Total .. .. .                    |    |    |    |    |    | 4,288  |

Home consumption in 1874, 8,767 cwts. A fair trade.

*Bones (Cattle).*—The trade in bones was lively, although the home consumption interfered considerably with the export trade. The average price was 55 sgr. per cwt., and about 15,000 cwts. were exported, and 20,000 cwts. consumed in the province. The business would have been larger had not the outbreak of the rinderpest in Russia prevented the importation of bones by rail from that country.

*Soap.*—The price was about 8½ th. for green soap per cwt.

*Train Oil.*—The trade consisted in about 6,000 cwts., of which about the half was Norway liver oil, value about 23 th. per cwt.

*Hides and Skins.*—A difficult trade in 1874. About 20,000 ox and cow hides were sold, valued at about 145,000 th., or about 37 th. per cwt. Horse hides were likewise in small request; from 10,000 to 11,000 were sold, valued 53,000 th. Calf skins were likewise not so much in demand as formerly; about 79,000 skins were sold, valued at 80,000 th.

*Leather.*—About 800,000 lbs. of various descriptions were sold; but this province has difficulty in competing with American and English leather, particularly sole leather, which is much better manufactured in England.

*Bristles.*—The trade was good, and white bristles were constantly in demand at rising prices; grey were rather neglected, particularly the short sorts. About 500,000 lbs. were sold, valued at 800,000 th. Prices were, for—

|             |    |    |    |    | Sgr.             |
|-------------|----|----|----|----|------------------|
| White       | .. | .. | .. | .. | 50 to 55 per lb. |
| Grey ..     | .. | .. | .. | .. | 52 55 "          |
| Shoemakers' | .. | .. | .. | .. | 60 74 "          |
| " grey      | .. | .. | .. | .. | 45 45 "          |

*Wool.*—About 24,000 cwts. came to market from the middle to the end of June. Although this wool now attracts buyers, still prices were from 4 to 6 th. per cwt. lower than in 1873. Prices paid were, for—

|              |    |    |    |    | Thalers.              |
|--------------|----|----|----|----|-----------------------|
| Very fine .. | .. | .. | .. | .. | 70 to 80 per 106 lbs. |
| Fine ..      | .. | .. | .. | .. | 66 72 "               |
| Middling ..  | .. | .. | .. | .. | 66 68 "               |
| Lamb ..      | .. | .. | .. | .. | 66 69 "               |
| Middling ..  | .. | .. | .. | .. | 62 65 "               |
| Unwashed..   | .. | .. | .. | .. | 22 26 "               |

and about 2 th. more were offered after the market was closed.

*Coals.*—The importation of coals has been 500,000 cwts. more than in 1873; the total importation having been 2,170,000 cwts. The average price after some fluctuations was about 12 sgr. per cwt.

*Cement.*—Price, 5 th. per 200 kilos.

*Bricks.*—Price, 14 to 17 th. per 1,000. About 5,000,000 to 6,000,000 bricks are used now for building at Königsberg.

*Salt.*—The timber trade at Memel and at Dantzic allows of salt being brought to those parts at nearly ballast freight, so that the expectations entertained that the opening of the Brest-Grajew Railway would bring a large salt trade to Königsberg were not fulfilled. The total import of salt was 498,134 cwts., of which about 300,000 cwts. were forwarded to Russia.

*Iron.*—According to the custom-house lists the importation of—

|                 |    |    |    |    |    | Cwts.   |
|-----------------|----|----|----|----|----|---------|
| Raw iron was .. | .. | .. | .. | .. | .. | 86,697  |
| Bar and cast .. | .. | .. | .. | .. | .. | 74,616  |
| Steel ..        | .. | .. | .. | .. | .. | 4,998   |
| Iron plates ..  | .. | .. | .. | .. | .. | 26,287  |
| Total ..        | .. | .. | .. | .. | .. | 192,598 |

The iron which came without passing the custom-house from Silesia and Germany is estimated at 90,000 cwts. Of iron rails, 165,038 cwts. were imported, of which 39,907 cwts. went to Russia. It is difficult to offer any opinion about the iron trade; it is the trade about which opinions as to free trade or protective duties vary so very much. The iron works in Germany which the speculation after the war called forth ought never to have been attempted; to help them now by protective import duties on foreign iron at the expense of the working classes and agriculturists of the country at large, appears to be of more than doubtful benefit to any parties beyond the shareholders of those works.

*Tin.*—Too trifling for remark.

*Lead.*—The importation was 3,062 cwts., against 8,058 cwts. in 1873. Prices,  $7\frac{1}{2}$  to  $8\frac{1}{2}$  th. per 50 kilos. of common marks.

*Chemicals and Drugs.*—Business was very quiet, there were no epidemic diseases in the province nor in the adjacent Russian provinces.

*Oil, Linseed and Rape.*—The low price of  $8\frac{1}{2}$  th. per cwt., including cask, caused a considerable exportation to England towards the close of the year.

*Oil Cakes.*—Were sought for for Germany, Holland, and Belgium from January till March, at 85 to 92 sgr. per cwt. for prime goods, and later on for England. Large quantities came from Russia by the Brest-Grajew East Railway, and were eagerly bought up. Rape cake, 50 to 70 sgr., according to quality.

*Petroleum.*—

|               | 1869.    | 1870.    | 1871.    | 1872.    | 1873.    | 1874.    |
|---------------|----------|----------|----------|----------|----------|----------|
|               | Barrels. | Barrels. | Barrels. | Barrels. | Barrels. | Barrels. |
| Imports .. .. | 33,612   | 43,901   | 63,975   | 53,060   | 104,495  | 85,936   |
| Exports .. .. | 33,409   | 44,227   | 54,517   | 61,190   | 90,089   | 99,468   |

Therefore this trade has increased threefold since 1869.

Dantzig exported at the same time—

|            | 1869 | 1870 | 1871 | 1872 | 1873 | 1874 | Barrels. |
|------------|------|------|------|------|------|------|----------|
| 1869 .. .. | ..   | ..   | ..   | ..   | ..   | ..   | 26 400   |
| 1870 .. .. | ..   | ..   | ..   | ..   | ..   | ..   | 33,000   |
| 1871 .. .. | ..   | ..   | ..   | ..   | ..   | ..   | 40,450   |
| 1872 .. .. | ..   | ..   | ..   | ..   | ..   | ..   | 64,516   |
| 1873 .. .. | ..   | ..   | ..   | ..   | ..   | ..   | 87,000   |
| 1874 .. .. | ..   | ..   | ..   | ..   | ..   | ..   | 94,088   |

But unfortunately for both places the price of petroleum has continually fallen. In January, 1874, the price was  $5\frac{1}{8}$  to  $4\frac{3}{4}$  th., and about the same all through the year, till July and September, when the price was  $3\frac{1}{2}$  th., and in December,  $4\frac{1}{2}$  to  $4\frac{3}{4}$  th. per barrel, added to which the frightful amount of leakage and gambling sales at other places has made this business a ruinous one.

*Sugar.*—Trade in sugar has become a little larger again, but only for beetroot sugar of inland manufacture and home consumption. The importation from Stettin, &c., was 134,892 cwts. Price for fine loaf sugar, 16 to 17 th. per cwt. The competition in this article is very sharp. About 1,700 cwts. of West Indian syrup was imported, but the import duty of  $2\frac{1}{2}$  th. per cwt. is too high for any large transactions. Price for best syrup, duty paid,  $8\frac{2}{3}$  to  $9\frac{1}{3}$  th. per cwt.

*Spirits of Wine.*—Distilled chiefly from potatoes, is a very extensive trade, particularly in West Prussia, and cattle feeding is carried on by the country distillers. Nearer particulars as to quantities are wanting, and prices are calculated by the scale of Tralles.

*Wine.*—31,401 cwts. of wine were imported, about 5,000 less than in 1873.

*Malt Liquor.*—The quantity of beer now consumed at this place is something fabulous, particularly the so-called Bavarian beer; duty was paid on 127,828 cwts. of malt, the three large share companies paid respectively 8, 5, and 13 per cent. dividend, and 11,159,911 litres of beer were brought into the town.

*Tobacco.*—The tobacco and cigar trade is very large, and is believed to be very profitable, but a mysterious silence is kept up on this article.

*Butter.*—Fresh about 12,000 cwts. were exported chiefly to Berlin, Dantzig, and Pomerania. Prices varied with the seasons from 28 th. to 42 th. per cwt.

*Bacon and Lard.*—About 8,000 cwt. came from the United States of America, and was all quickly sold at rising prices. About 20 th. per cwt. for American lard is readily paid, but not more.

*Herrings.*—According to the custom-house lists, 252,528 barrels were imported, or 80,344 barrels more than in 1873. The importation consisted in—

|                            | Barrels. |
|----------------------------|----------|
| Norway sloe .. ..          | 26,347   |
| „ fat herrings .. ..       | 110,231½ |
| Scotch of all brands .. .. | 19,393   |
| French .. ..               | 1,000    |



The exportation, chiefly to Russia, was 103,751 barrels. Prices ruled for—

|                       |    |    |    |    | Thalers. |
|-----------------------|----|----|----|----|----------|
| Norway sloe in bond.. | .. | .. | .. | .. | 8½ to 10 |
| „ fine largest ..     | .. | .. | .. | .. | 11 to 13 |

*Scotch Herrings.*—As follows:—

|                  |    |    |    |    | Thalers.  |
|------------------|----|----|----|----|-----------|
| Crown full brand | .. | .. | .. | .. | 14½       |
| „ matties..      | .. | .. | .. | .. | 10½ to 11 |
| „ mixed ..       | .. | .. | .. | .. | 10½       |

and at the close of the year—

|                  |    |    |    |    | Thalers. |
|------------------|----|----|----|----|----------|
| Crown full brand | .. | .. | .. | .. | 14       |
| „ matties..      | .. | .. | .. | .. | 9        |
| „ mixed ..       | .. | .. | .. | .. | 8½       |
| Tornbellies      | .. | .. | .. | .. | 5½       |

All duty *not* paid. Scotch crown matties from west coast 20 to 22 th., and finally 16 to 18 th., duty *not* paid.

*Woven Goods, Cotton Twist, &c.*—The trade in these articles is very unimportant. Prices fell 20 per cent.

*Cloths.*—About the same as above, the trade is chiefly confined to local requirements.

*Rags (Paper).*—Come chiefly from Russia. The exportation was to America, Great Britain, and Sweden by sea. The home trade to Berlin and Germany has been completely stopped by the higher rate of railway freights lately introduced, which this article cannot afford, the average value being only about 12s. per cwt. About 300,000 cwts. came to market, of which 260,000 cwts. were shipped.

*Shoddy.*—About 4,500 cwts. were shipped to Great Britain.

*Boot Trade.*—Only of a local description.

*Bank Funds, &c.*—This place has not suffered like the large exchanges in Germany, and the Königsberg funds lists have no such fearful losses to exhibit as those of Berlin, Frankfurt, &c., &c., although the banks of course felt the financial shock which has shaken Germany to its centre. The total amount of the business transacted at the Royal Branch Bank has been in the years—

|        |    |    |    |    |    | Thalers.    |
|--------|----|----|----|----|----|-------------|
| 1867.. | .. | .. | .. | .. | .. | 116,000,000 |
| 1868.. | .. | .. | .. | .. | .. | 145,000,000 |
| 1869.. | .. | .. | .. | .. | .. | 143,000,000 |
| 1870.. | .. | .. | .. | .. | .. | 161,000,000 |
| 1871.. | .. | .. | .. | .. | .. | 167,000,000 |
| 1872.. | .. | .. | .. | .. | .. | 216,000,000 |
| 1873.. | .. | .. | .. | .. | .. | 242,000,000 |
| 1874.. | .. | .. | .. | .. | .. | 190,000,000 |

which figures show the rapid increase of the trade at Königsberg, and the effects of the general finance crisis in 1874.

The Königsberg Private Vereins Bank did business in the years—

|        |    |    |    |    |    | Thalers.    |
|--------|----|----|----|----|----|-------------|
| 1872.. | .. | .. | .. | .. | .. | 112,018,026 |
| 1873.. | .. | .. | .. | .. | .. | 86,526,775  |
| 1874.. | .. | .. | .. | .. | .. | 120,389,563 |

and after recovering the losses of 1873, was in a position to pay 5½ per cent. dividend in 1874. The other small banks are doing well.

*Insurances.*—The agencies of the various home and foreign insurances, both fire and sea risks, have been doing well in 1874.

Imports and exports of Königsberg and Pillau, from the custom-house lists and information given by the Chamber of Commerce to the Royal Government at Berlin, were shown by the following tables:—

## IMPORTS in 1874.

|                                  |     |       | Total Quantity. |             | Of which by Sea—     |            |
|----------------------------------|-----|-------|-----------------|-------------|----------------------|------------|
|                                  |     |       | Quantity.       | Value.      | Quantity.            | Value.     |
|                                  |     |       |                 | Marks.      |                      | Marks.     |
| 1. Corn, grain, seed             | ... | Cwts. | 8,715,720       | 74,879,100  | ...                  | ...        |
| 2. Flax, hemp, tows              | ... | "     | 946,000         | 23,814,400  | ...                  | ...        |
| 3. Wood timbers                  | ... | "     | ...             | 3,587,900   | 5,003                | 190,300    |
| 4. Colonial goods                | ... | "     | 325,290         | 35,378,000  | 280,584              | 30,257,600 |
| 5. Cattle, horses, &c.           | ... | Heads | 73,020          | ...         | 103                  | ...        |
| Animal produce                   | ... | Cwts. | 150,319         | 23,270,200  | 59,249               | 4,861,600  |
| 6. Minerals, coals, &c.          | ... | "     | 4,066,151       | 6,928,200   | 3,051,398            | 4,565,500  |
| 7. Metals, machinery             | ... | "     | 846,265         | 19,345,100  | 578,308              | 11,298,800 |
| 8. Chemicals, oil-cakes          | ... | "     | 575,611         | 7,866,900   | 412,725              | 5,726,800  |
| 9. Articles of consumption       | ... | "     | 1,926,393       | 35,989,400  | 800,714              | 13,410,500 |
| 10. Textile woven goods          | ... | "     | 267,586         | 20,089,300  | 40,203               | 5,943,300  |
| 11. Sundries                     | ... | "     | 249,676         | 2,871,200   | 47,371               | 687,000    |
| Total cwts.                      | ... | ...   | 18,069,011      | 260,019,700 | { 5,275,560<br>103 } | 76,910,900 |
| Total heads of cattle and horses | ... | ...   | 73,020          |             |                      |            |
| Total 1873                       | ... | ...   | 14,452,280      | 254,652,213 | 2,795,773            | 70,383,600 |

## EXPORTS in 1874.

|                                      |           | Total Quantity. |             | Of which by Sea— |            |
|--------------------------------------|-----------|-----------------|-------------|------------------|------------|
|                                      |           | Quantity.       | Value.      | Quantity.        | Value.     |
|                                      |           | Marks.          |             | Marks.           |            |
| 1. Corn, grain, seed ... ..          | Cwts. ... | 8,676,722       | 74,079,500  | 7,139,705        | 61,733,500 |
| 2. Flax, hemp, tows ... ..           | " ...     | 886,000         | 29,239,200  | 535,000          | 17,205,700 |
| 3. Wood timber ... ..                | " ...     | ...             | 1,734,300   | ...              | 815,400    |
| 4. Colonial goods ... ..             | " ...     | 234,513         | 30,271,000  | 404              | 10,630     |
| 5. Cattle, horses, &c. ... ..        | Heads ... | 44,879          | ...         | 141              | ...        |
| 6. Agricultural productions ... ..   | Cwts. ... | 106,166         | 17,889,800  | 33,254           | 3,635,330  |
| 7. Minerals, coals, &c. ... ..       | " ...     | 866,147         | 3,082,600   | 609              | 10,850     |
| 7. Metals, machinery ... ..          | " ...     | 487,838         | 15,624,400  | 22,227           | 464,150    |
| 8. Chemicals, oil-cakes ... ..       | " ...     | 667,343         | 9,745,900   | 153,972          | 2,596,100  |
| 9. Articles of consumption ... ..    | " ...     | 961,632         | 21,397,700  | 174,047          | 4,468,800  |
| 10. Textile woven goods ... ..       | " ...     | 337,793         | 16,133,400  | 190,688          | 6,729,500  |
| 11. Sundries ... ..                  | " ...     | 215,247         | 2,465,200   | 11,200           | 84,000     |
| Total cwts. ... ..                   | ...       | 13,439,406      | 221,663,000 | 8,261,106        | 97,804,460 |
| Total heads of cattle, horses, &c... | ...       | 44,879          | ...         | 141              | ...        |

## TOTAL Values of Imports and Exports in 1873 and 1874.

|                     | Total Quantities. |                 | Of which by Sea— |                 |
|---------------------|-------------------|-----------------|------------------|-----------------|
|                     | Value Currency.   | Value Sterling. | Value Currency.  | Value Sterling. |
|                     | Marks.            | £               | Marks.           | £               |
| Imports ... ..      | 260,019,700       | 13,000,985      | 76,940,900       | 3,847,045       |
| Exports ... ..      | 221,663,000       | 11,083,150      | 97,804,460       | 4,690,223       |
| Total values ... .. | 481,682,700       | 24,084,135      | 174,745,360      | 8,737,268       |
| Total 1873... ..    | 490,652,313       | 24,532,615      | 162,297,990      | 8,114,899       |

## II. SHIPPING AND NAVIGATION.

The memorandum forwarded by me in the commencement of this year leaves little to be added on this subject, and I beg therefore to refer thereto.

The river communication in the River Niemen, or Memel, and its tributaries, have been dredged in some places, but quickly get sanded up again.

It is contemplated to deepen the channel between Königsberg and Pillau, but the authorities are very slow in taking the needful measures. The harbour facilities at Pillau are being gradually increased to meet the requirements of the increased traffic, but the works are not carried out with sufficient means or energy. The same must be said of the works by the water side at Königsberg.

The arrivals at Pillau were—

| From—                     | Number<br>of<br>Vessels. | Number of<br>lasts of<br>4,000 lbs. |
|---------------------------|--------------------------|-------------------------------------|
| America .. .. .           | 30                       | 7,406                               |
| Belgium .. .. .           | 52                       | 12,499                              |
| Bremen .. .. .            | 45                       | 1,749                               |
| Denmark .. .. .           | 210                      | 18,902                              |
| France .. .. .            | 23                       | 4,375                               |
| Great Britain .. .. .     | 716                      | 138,966                             |
| Hamburgh .. .. .          | 20                       | 573                                 |
| Holland .. .. .           | 39                       | 9,106                               |
| Spain .. .. .             | 1                        | 100                                 |
| Russia .. .. .            | 19                       | 2,009                               |
| Sweden and Norway .. .. . | 246                      | 14,330                              |
| Germany .. .. .           | 865                      | 69,568                              |
| Total .. .. .             | 2,266                    | 279,583                             |

The departures from Pillau were—

| To—                       | Number<br>of<br>Vessels. | Number of<br>lasts of<br>4,000 lbs. |
|---------------------------|--------------------------|-------------------------------------|
| America .. .. .           | 11                       | 3,222                               |
| Belgium .. .. .           | 44                       | 16,568                              |
| Bremen .. .. .            | 69                       | 3,189                               |
| Denmark .. .. .           | 102                      | 6,621                               |
| France .. .. .            | 43                       | 9,179                               |
| Great Britain .. .. .     | 401                      | 90,195                              |
| Hamburgh .. .. .          | 20                       | 1,144                               |
| Holland .. .. .           | 108                      | 29,363                              |
| Germany .. .. .           | 840                      | 59,831                              |
| Russia .. .. .            | 103                      | 29,670                              |
| Sweden and Norway .. .. . | 471                      | 24,628                              |
| Total .. .. .             | 2,212                    | 273,600                             |

Vessels to and from Denmark are chiefly in ballast, or part cargo.

Freights were, at the commencement of the year, 2s. 6d. per 500 lbs. wheat to coal ports, and 2s. 9d. to east coast of England. In the summer, 3s. to 3s. 3d. to east coast for sailing vessels. Freights for steamers varied from 2s. 6d. to 2s. 9d. for 500 lbs. wheat to east coast, fell about 6d. in autumn, and recovered to 3s. and 3s. 3d. in November.

*The Society for Saving Life at Shipwrecks.*—This society has now 701 members, against 632 in 1873. There are now five stations along this coast furnished with a life-boat and rocket apparatus. There were

two wrecks in this district, but the crews saved themselves without assistance. A fishing boat capsized, with five men in her; three saved themselves, and two were rescued by help from the shore, for which the society granted a reward.

### III. AGRICULTURE, ANIMALS, &C.

The harvest of 1874 was an average one, although not so much grain came to this market as in the year before. The agriculturists are now turning their attention to the breeding of horses and fattening of cattle, and are by these means consuming a large portion of their own produce on their own estates. Some good horses are produced, and there is a ready sale for all the cattle, swine, milk, or butter that can possibly be delivered. The butchers and *en gros* dealers at Berlin contract for all at good prices, delivered at the nearest railway station, so that the farmers have a minimum of risk and trouble, and the value of landed property is increasing.

### IV. POPULATION, INDUSTRIES, &C.

No further census has been taken in 1874, but it is pretty certain that the number of inhabitants is increasing.

House rent is still rising although building is carried on vigorously, and chiefly large four and five-storied houses.

The manufactories—such as pianoforte, cigar mills, &c.—are reported to have been doing well, and the demand for beer cannot be satisfied. New breweries are being established all over the country.

### V. PUBLIC WORKS.

There is not much to add to my report of last year. The railways are being gradually extended, and with them trade increases. It is, however, becoming more and more evident that some means must be resorted to to prevent railway companies from having the political power of directing commerce as they please, by raising or lowering their tariffs, or making arrangements with other companies completely to overrule and set at naught the wishes and intentions of established Governments and Acts of the Parliamentary Assemblies of the country. Riga and Revel have direct through rates for goods from England to Moscow, including sea freight and railway freight. The freight on raw cotton to Moscow *viâ* Revel is only half of the freight *viâ* Königsberg, the distance both ways being nearly equal. Of course a severe winter would counteract this. By a similar means goods are forwarded from Dantzic to Warsaw cheaper than from Königsberg, because the Great Russian Railway has receded from the Tariff Union, and goods passing to Warsaw by way of Bialystock have to pay the high local rate of freight.

The uncertainty of the regulations on some of the Russian railways towards Charkow is likewise very troublesome, the officials there being very arbitrary, and redress difficult to be had.

The trade to Kieff by way of Grajewo and Bialystock flourishes, and the new lines by way of Minsk to Kursk-Kieff and Landworowo, Romny, and Kremenzug, promise to add very considerably to the forwarding trade of this place.

The tariff arrangements make it possible for many places in Germany, Belgium, and France, to get their supplies of flax and hemp direct by rail from Russia, notwithstanding the enormous difference in

the distances. A new exchange and a new building for the courts of law are being constructed.

Twelve large strong forts all round Königsberg are being rapidly built. For what reasons these military constructions are being made is not evident.

## VI. GENERAL REMARKS.

I have not been able as yet to procure any statistical information as to the commerce of Posen and Silesia.

The values in money of the trade of Königsberg and Dantzic, as taken from the official reports, which are compiled by the Chambers of Commerce at these two places for the Government at Berlin, are as follows:—

Total Value of Exports and Imports at Dantzic in 1873 and 1874.

|                                       | 1873.      |              | 1874.      |            |
|---------------------------------------|------------|--------------|------------|------------|
|                                       | Currency.  | Sterling.    | Currency.  | Sterling.  |
|                                       | Thalers.   | £ s.         | Thalers.   | £          |
| Exports—                              |            |              |            |            |
| By sea .. ..                          | 16,346,530 | 2,451,979 10 | 17,351,000 | 2,602,650  |
| „ river .. ..                         | 7,905,270  | 1,185,790 10 | 4,322,000  | 723,300    |
| „ rail .. ..                          | 16,963,260 | 2,554,489 0  | 16,257,500 | 2,438,625  |
| Total Exports ..                      | 41,215,060 | 6,182,259 0  | 38,430,500 | 5,764,575  |
| Total Imports ..                      | 49,936,830 | 7,490,524 0  | 47,401,600 | 7,110,240  |
| Total value of Exports and Imports .. | 91,151,890 | 13,682,783 0 | 85,832,100 | 12,874,815 |

The comparison, therefore, between the trade of Königsberg and Dantzic appear to be as follows:—

|                  | 1873.      |    | 1874.      |    |
|------------------|------------|----|------------|----|
|                  | £          |    | £          |    |
|                  | ..         | .. | ..         | .. |
| Königsberg .. .. | 24,532,615 |    | 24,084,135 |    |
| Dantzic .. ..    | 13,672,783 |    | 12,874,815 |    |
| Difference .. .. | 10,859,832 |    | 11,209,320 |    |

At Memel the total value of imports and exports were—

|               | £         |  |
|---------------|-----------|--|
| In 1873 .. .. | 2,990,745 |  |
| 1874 .. ..    | 3,063,415 |  |

Königsberg, September 18, 1875.



## MEMEL.

*Report by Vice-Consul Richter on the Trade and Commerce of Memel for the Year 1874.*

## TRADE AND COMMERCE.

THE trade of Memel consists principally in the exportation of the produce of the neighbouring Russian Empire.

Timber, cut down during the winter in the large forests of Poland, Wolhynien, and Galizien is floated down the river Memel (or Niemen) and its tributaries to the Prussian village of Russ, situated about thirty English miles from Memel, near the entrance of the said river, into the Kurische Haff. Here it remains until sold, and then is formed into more secure rafts and is sent to Memel at the risk of the Prussian purchaser, either by way of the Kurische Haff, or by the King William Canal; the latter way avoids the dangers of the Kurische Haff, but requires a good deal more labour, and consequently is rather expensive. The more valuable sort of timber, such as oak staves, wainscots, clapboards, &c., is shipped from Russ in kähne (flat-bottomed river craft). These vessels are also employed in bringing from Kowno, the first Russian town on the river Memel, other Russian produce, such as grain, rags, bones, &c.; and in return, take to Russia salt, coal, cement, &c. Flax and linseed are the produce of the neighbouring Russian districts of Szameiten and Curland, and are brought to this town by carriage.

At Memel the round timber is sawn into planks; the other, as well as all other merchandise, is sorted and made ready for shipment by sea-going vessels.

The total value of goods imported and exported in 1874 was—

|                       |       | Currency. | Sterling. | Total.     |           |
|-----------------------|-------|-----------|-----------|------------|-----------|
|                       |       | Thalers.  | £         | Thalers.   | £         |
| Imports—              |       |           |           |            |           |
| By river and carriage | ..    | 7,785,100 | 1,167,765 |            |           |
| By sea                | .. .. | 3,145,500 | 471,825   |            |           |
|                       |       |           |           | 10,930,600 | 1,639,590 |
| Exports—              |       |           |           |            |           |
| By sea                | .. .. | 8,687,100 | 1,303,065 |            |           |
| By river and carriage | ..    | 838,400   | 125,760   |            |           |
|                       |       |           |           | 9,525,500  | 1,428,825 |
| Total in 1874         | ..    | ..        | ..        | 20,456,100 | 3,068,415 |
| Against in 1873       | ..    | ..        | ..        | 19,938,500 | 2,990,775 |
| „ 1872                | ..    | ..        | ..        | 19,896,200 | 2,983,930 |

Although the total amount of 1874 shows an increase of 517,600 th. over that of 1873, yet the results of business in the leading articles have been very unfavourable.

The principal article of our trade is Russian timber, and the quantity floated down in 1874 was as follows:—

|                            |            | Quantity. | Value.    |           |
|----------------------------|------------|-----------|-----------|-----------|
|                            |            |           | Currency. | Sterling. |
|                            |            |           | Thalers.  | £         |
| Fir and pine barks .. ..   | Pieces ..  | 63,660    | 848,000   | 127,200   |
| „ for building purposes .. | „ ..       | 40,440    | 303,300   | 45,495    |
| Pine round timber .. ..    | „ ..       | 152,150   | 760,500   | 114,075   |
| Fir „ .. ..                | „ ..       | 68,520    | 399,700   | 59,955    |
| Oak staves .. ..           | „ ..       | 2,208,840 | 2,098,400 | 314,760   |
| „ wainscots .. ..          | „ ..       | 323,280   | 172,415   | 25,862    |
| „ barks .. ..              | Cubic feet | 297,400   | 128,875   | 19,332    |
| „ clapboards .. ..         | Pieces ..  | 12,000    | 280,000   | 42,000    |
| Total .. ..                | .. ..      | ..        | 4,991,190 | 748,679   |
| Against in 1873 .. ..      | .. ..      | ..        | 4,783,818 | 717,723   |
| „ 1872 .. ..               | .. ..      | ..        | 3,960,932 | 594,140   |

The value of the timber exported in 1,098 sailing vessels and 10 steamers was—

|               |       |       |       | Currency. | Sterling. |
|---------------|-------|-------|-------|-----------|-----------|
|               |       |       |       | Thalers.  | £         |
| In 1874 .. .. | .. .. | .. .. | .. .. | 6,093,250 | 913,988   |
| 1873 .. ..    | .. .. | .. .. | .. .. | 6,304,180 | 945,627   |
| 1872 .. ..    | .. .. | .. .. | .. .. | 5,313,080 | 796,967   |

The stock on hand at the close of the year was very large, and it is evident that heavy losses will have to be incurred, as the quantity of timber expected to come down in 1875 will equal that of 1874, the winter in Russia having been very favourable for the transport of the felled timber to the rivulets.

*Fir and Pine Barks* (square timber).—The large quantities of pitch pine barks imported into England from America had glutted the markets there, and early in March a general stagnation took place, in consequence of which all demand here ceased. Very few of our merchants had taken advantage of the lingering demand during January and February, and had sold off at the then falling prices; the greater part, believing it to be a passing fluctuation, had missed the favourable moment, and afterwards could effect sales only at very low rates, which entailed heavy losses on them.

Under these circumstances the new arrivals from Poland commenced in the month of August, and it was generally expected that purchases would be made at prices corresponding with those obtainable in England. Some of the young firms, however, anxious to remain in this trade, began buying at prices which were decidedly too high, and thus induced the others to follow their example. By chance, or perhaps by design of the Polish owners, the first arrivals consisted of only short lengths, and when in the latter part of October their better lots arrived, they stood out for nearly last year's prices, knowing that our merchants had to submit to them in order to complete their assortments.

The prices obtained in January and February for shipments to England were—

|                  |    |    |    |            |    | Per Load. |    |    |
|------------------|----|----|----|------------|----|-----------|----|----|
|                  |    |    |    |            |    | £         | s. | d. |
| Crown ..         | .. | .. | .. | ..         | .. | 3         | 10 | 0  |
| I. Middle ..     | .. | .. | .. | ..         | .. | 3         | 7  | 6  |
| II. „ ..         | .. | .. | .. | ..         | .. | 2         | 17 | 6  |
| Thinner balks .. | .. | .. | .. | 2l. 5s. to | 2  | 7         | 6  |    |

for building purposes. Later in the summer months it was almost impossible to sell one cargo, and quotations were quite nominal. In autumn, some shipments were made at prices from 10 to 20 per cent. less than those quoted above. Although almost any offer was accepted, only a small quantity could be sold, and an unusual large stock remained unsold at the end of the year.

*Deals and Planks.*—For sawn goods there was a better chance. The demand for them was pretty brisk in the early part of the year, thus enabling the millowners not only to sell the ready goods, but also to make contracts for delivery within the following months, and thus the whole stock was sold before the new arrival of round timber. The prices paid were satisfactory, viz., 9l. 10s. to 9l. 15s. per standard of first middle pine 3-inch planks; 1l. less for second sort.

During the summer the demand ceased, and in autumn planks became almost unsaleable, and were in vain offered at 8l. per standard.

*Oak Staves.*—The demand in spring enabled our merchants to realize their stock at 220l. and 230l. per mille; crown pipe staves 30l., less for brack.

Before the new arrivals our merchants made contracts at 190l. to 195l. free on board, expecting they would have to pay adequate rates, but herein they were disappointed. The Russian owners firmly held at 56 th. to 59 th. for the shock of 60 pieces unsorted staves, and the quantity contracted for had to be brought at these rates, which leave a loss to the Memel dealer.

The stock at the end of the year is large, and part of it still in the hands of the Russian owner.

*Fir and Pine Staves* for cement barrels only go to Stettin and other Prussian ports. The dealers in this article derive a fair profit at the prices ruling for several years, viz., 4 to 4½ sgr. (5¼d. to 5¾d.) for the set belonging to one barrel.

*Oak Wainscots.*—In spring the prices were 6½d. per foot crown, 5d. per foot brack.

The new arrival was unsaleable for want of any demand.

*Oak Balks.*—In January and February sales were effected at 5l. to 5l. 15s. per load crown, 4l. 10s. to 5l. 5s. per load brack; later there was no demand, and the whole of the new arrivals remained unsold.

*Oak Clapboards* (oak trees split into four parts) only pass this town, Dutch merchants purchasing the same in Russia, and directing it to this port for reshipment.

Of other articles, I have to mention:

*Flax.*—The prices commenced at 95 sgr. (9s. 6d.) per 31 lb. 4-brand, other sorts in proportion; in February they rose to 102½ sgr. (10s. 3d.), but already in March they declined to 92½ sgr. (9s. 6d.), and only at the closing of the navigation improved to 100 sgr., or 10s. The supplies came forward very freely, and the business might have been satisfactory, only that our merchants were encumbered with old stocks which they bought at high prices and which they are disinclined to realize at current rates.

There were exported—

|         |    |    |        | Value.    |           |           |
|---------|----|----|--------|-----------|-----------|-----------|
|         |    |    |        | Quantity. |           |           |
|         |    |    |        |           | Currency. | Sterling. |
|         |    |    |        | Cwts.     | Thalers.  | £         |
| In 1874 | .. | .. | 93,731 | 1,050,000 | 157,500   |           |
| 1873    | .. | .. | 52,390 | 623,700   | 94,305    |           |
| 1872    | .. | .. | 94,841 | 1,280,350 | 192,050   |           |

There remained unsold 30,538 cwt.

*Linseed* has been dull almost the whole year, only in the last two weeks of December there was some demand from Hull. The prices ranged from 75 to 80 sgr. per scheffel.

*Grain*—This port has almost ceased to be a market for all kinds of grain. The Russian produce is forwarded to such ports, which by rail are connected with the interior; perhaps the Tilsit-Memel line, which will be completed in 1875, will bring back some of the former business.

The prices quoted were, for—

*Wheat*, 105 to 110 sgr. (10s. 6d. to 11s.) for 85 lbs., receding after the new crop to 80 to 90 sgr. (8s. to 9s.).

*Rye*, 72 to 75 sgr. for 80 lbs. for the best quality, the lighter 10 per cent. less. The quantity harvested was large, and the prices declined to 60 sgr. for new Prussian rye of heaviest sort.

*Barley* was in good demand for our breweries, and prices commenced at 56 to 62 sgr. for 70 lbs., declining in autumn to 52 and 53 sgr.

*Oats*.—The crop was rather small and all was required for home consumption, therefore, the customary shipments to London could not be effected, as prices paid here fully equalled those paid there. The same ranged from 35 to 37 sgr. for 50 lbs., rose to 45 sgr., and in autumn settled down to 38 and 39 sgr.

*Calfskins*.—The shipments from here were 6,000 pairs Prussian, 110,000 pairs Russian, value 120,000 th. = 18,000*l.*, of which about two-thirds went to England; prices paid 20 and 21 sgr. per lb. for Prussian, 17 to 20 sgr. per lb. for Russian.

*Goatskins*.—Only 5,000 pairs, value 5,000 th. or 750*l.*, were shipped.

*Rags*.—The business in this article was limited, and entirely ceased when in summer the import was prohibited by our Government, on account of the cattle plague (rinderpest) being reported to be in our neighbouring Russian provinces.

Shipments amounted to—

|         |    |    |        | Value.    |           |           |
|---------|----|----|--------|-----------|-----------|-----------|
|         |    |    |        | Quantity. |           |           |
|         |    |    |        |           | Currency. | Sterling. |
|         |    |    |        | Cwts.     | Thalers.  | £         |
| In 1874 | .. | .. | 35,878 | 180,000   | 27,000    |           |
| 1873    | .. | .. | 35,248 | 176,250   | 26,435    |           |
| 1872    | .. | .. | 63,140 | 305,150   | 45,770    |           |

The prices paid were 137½ to 140 sgr. per cwt., or 13s. 9d. to 14s. sterling.

*Bones*.—The export has almost ceased, all lots coming to this

market finding ready purchasers in the Chemical Works, erected here three years ago, which are also employed in the production of bone black and ground bone. The prices paid were 62 to 63 sgr. per cwt. (6s. 2d., 6s. 3d.)

*Coal.*—The import of English coals amounted to—

|               | Quantity. | Value.    |           |
|---------------|-----------|-----------|-----------|
|               |           | Currency. | Sterling. |
|               | Cwts.     | Thalers.  | £         |
| In 1874 .. .. | 886,000   | 325,000   | 48,750    |
| 1873 .. ..    | 616,000   | 250,000   | 37,500    |
| 1872 .. ..    | 1,113,811 | 570,000   | 85,500    |

In spring the prices in England of all sorts of coal began to fall, and as a further decline was generally expected, our dealers immediately sold off all arriving cargoes with a small advance.

The following rates were obtained: for prime Newcastle and West Hartley steam coal, 22 to 23 sgr. per hectoliter; in June and July, 20 to 21 sgr., closing in September and October at 19 to 20 sgr. Scotch coal, 17½ to 18 sgr., closing at 15 sgr. per hectoliter; nut coal, 18½ to 19 sgr., closing at 15½ sgr. per hectoliter.

The stock on hand at the end of the year was very small: coke, English, were imported, 3,332 cwt., value 360*l.*, selling price 7½ sgr. per hectoliter.

*Herrings.*—Imported, Norwegian, 21,007 barrels; Scotch, 6,973 barrels. The selling prices of the latter were—

|                     | Quantity. | Per Barrel. |           |        |    |
|---------------------|-----------|-------------|-----------|--------|----|
|                     |           | Currency.   | Sterling. |        |    |
|                     |           | Thalers.    | £         | s.     | d. |
| Matjes .. ..        | 10 to 10½ | 1 10 0      | to        | 1 10 6 |    |
| Full herrings .. .. | 11½       | 1 13 6      |           |        |    |
| Tornbellies .. ..   | 6½ to 7½  | 0 18 6      | 1         | 1      | 6  |

All in bond, the duty being paid by the purchaser.

*Salt.*—In 1874 the imports amounted to—

|                                | Quantity. | Value.    |           |
|--------------------------------|-----------|-----------|-----------|
|                                |           | Currency. | Sterling. |
|                                | Cwts.     | Thalers.  | £         |
| Red Torrevieja .. ..           | 207,946   | 100,000   | 15,000    |
| „ Cetto .. ..                  | 275,180   | 150,000   | 22,500    |
| English (Liverpool white salt) | 191,065   | 76,000    | 11,400    |
| Setubal .. ..                  | 27,115    | 12,000    | 1,800     |
| Cagliari .. ..                 | 24,501    | 12,000    | 1,800     |
| Total in 1874 .. ..            | 725,807   | 350,000   | 52,500    |
| Against in 1873 .. ..          | 613,235   | 280,000   | 42,000    |
| „ 1872 .. ..                   | 940,201   | 466,000   | 68,400    |



Sold and exported to Russia in 1874:—

|                      | Quantity. | At—       |              |
|----------------------|-----------|-----------|--------------|
|                      |           | Cwts.     | Sgr.         |
| Red Torrevieja .. .. | 271,536   | 70 to 72½ | per 378 lbs. |
| „ Cetto .. ..        | 196,047   | 80 83     | „            |
| Setubal .. ..        | 16,952    | 60 65     | „            |
| Cagliari .. ..       | 6,721     | 67½ 70    | „            |
| English .. ..        | 221,518   | 22½       | per 125 lbs. |
| Total .. ..          | 712,774   |           |              |

For the consumption in Prussia only English salt is taken, which was sold at 22½ sgr. per bag of 125 lbs. in transit, later in the year gradually declining to 19 sgr.

The quantities remaining unsold on the 31st December, 1874, were—

|                       | Cwts.   |
|-----------------------|---------|
| Torrevieja salt .. .. | 17,666  |
| Cetto „ .. ..         | 80,608  |
| English „ .. ..       | 25,403  |
| Setubal „ .. ..       | 10,163  |
| Cagliari „ .. ..      | 17,780  |
| Total .. ..           | 151,620 |

*Cement.*—Imported:—

|               | Quantity. | Value.    |           |
|---------------|-----------|-----------|-----------|
|               |           | Currency. | Sterling. |
|               | Barrels.  | Thalers.  | £         |
| In 1874 .. .. | 13,411    | 60,350    | 9,052     |
| 1873 .. ..    | 14,327    | 66,800    | 10,020    |
| 1872 .. ..    | 2,905     | 11,450    | 1,718     |

Of the 13,411 barrels in 1874, weighing 51,633 cwts., 26,302 cwts. came from England, and 25,531 cwts. from Stettin. The quality of the latter is considered equal to the English, and both are used without distinction for the railway bridges and the harbour quays.

The selling price was 4½ th. (13s. 6d.) per barrel, and the stock on hand on the 31st December only about 500 barrels.

*Banking Business.*—The only bank at this port is the branch establishment of the Royal Bank of Prussia. The business transacted by the same amounted to—

|  | Currency.  | Sterling. |
|--|------------|-----------|
|  | Thalers.   | £         |
| Lombard .. ..                                  | 11,031,400 | 1,662,210 |
| Inland and foreign bills of exchange bought .. | 35,837,100 | 5,375,565 |
| Money orders on the other branches .. ..       | 2,061,300  | 309,195   |
| Total in 1874 .. ..                            | 48,979,800 | 7,346,970 |

For comparison I add the total amounts of the two preceding years:—

|      |    |    | Thalers.   | £           |
|------|----|----|------------|-------------|
| 1873 | .. | .. | 53,719,600 | = 8,057,940 |
| 1872 | .. | .. | 47,859,500 | 7,178,925   |

The rate of exchange for three months' bills on England varied from 202 to 205 sgr. per £ sterling.

*Insurance Business.*—Of the four British insurance companies which took risks against fire, three have discontinued their direct business in Germany. The remaining one, the North British and Mercantile, is transacting a prosperous business at this port, larger than that of any other company, either German or foreign.

In life insurances no direct business is done here by British companies.

The sea risks on Memel cargoes are taken by a local club, of which almost all shipowners of this port are members. On merchandise and freight the risks are taken by Prussian and Austrian companies; but as all these wish to accept only smaller sums, our merchants have much trouble in insuring the more valuable cargoes, and the want of a well-founded British company is severely felt by our exporting firms.

#### SHIPPING AND NAVIGATION.

The total number of vessels of all nations arriving at and sailing from this port was—

##### ARRIVED.

|                                   | Number. | Tonnage. |
|-----------------------------------|---------|----------|
| Sailing vessels with coal .. ..   | 139     | 29,358   |
| Steamer with coal .. ..           | 1       | 566      |
| Ships with salt .. ..             | 75      | 24,037   |
| Steamer with salt .. ..           | 1       | 332      |
| Ships with bricks and tiles .. .. | 23      | 5,136    |
| Steamers with iron rails .. ..    | 14      | 4,872    |
| „ assorted cargoes .. ..          | 39      | 4,333    |
| Ships with herrings .. ..         | 33      | 2,325    |
| Steamers with herrings .. ..      | 2       | 321      |
| Ships with cement .. ..           | 20      | 1,976    |
| „ assorted cargoes .. ..          | 22      | 1,845    |
| „ bones .. ..                     | 6       | 879      |
| „ iron rails .. ..                | 7       | 654      |
| „ wood .. ..                      | 3       | 213      |
| „ pyrites .. ..                   | 2       | 157      |
| „ guano .. ..                     | 1       | 60       |
| „ potatoes .. ..                  | 1       | 56       |
| „ malt .. ..                      | 1       | 45       |
| Ships in ballast, &c. .. ..       | 864     | 123,205  |
| „ for port of refuge .. ..        | 4       | 303      |
| Steamers in ballast .. ..         | 21      | 6,135    |
| Total .. ..                       | 1,284   | 206,808  |

Of these were—

|                   | Vessels. |
|-------------------|----------|
| German .. .. .    | 776      |
| Dutch .. .. .     | 173      |
| Norwegian .. .. . | 124      |
| Danish .. .. .    | 87       |
| British .. .. .   | 62       |
| Swedish .. .. .   | 27       |
| Russian .. .. .   | 16       |
| Austrian .. .. .  | 13       |
| Belgian .. .. .   | 3        |
| American .. .. .  | 1        |
| Italian .. .. .   | 1        |
| Spanish .. .. .   | 1        |
| Total .. .. .     | 1,284    |

Tonnage.  
13,920.

## SAILED.

|  | Number. | Tonnage. |
|--|---------|----------|
| Ships with timber .. .. .                      | 1,098   | 178,017  |
| Steamers with timber .. .. .                   | 10      | 2,551    |
| Ships with flax, hemp, &c. .. .. .             | 35      | 5,316    |
| Steamers with linseed .. .. .                  | 10      | 3,428    |
| Ships with linseed .. .. .                     | 35      | 2,697    |
| " grain .. .. .                                | 52      | 3,160    |
| Steamers with grain .. .. .                    | 6       | 1,812    |
| Ships with rags .. .. .                        | 10      | 1,650    |
| " salt .. .. .                                 | 3       | 314      |
| " bone black .. .. .                           | 1       | 76       |
| " assorted cargoes .. .. .                     | 5       | 110      |
| Steamers with assorted cargoes .. .. .         | 36      | 4,009    |
| Total vessels with cargoes .. .. .             | 1,301   | 203,140  |
| Vessels with the cargoes they imported .. .. . | 2       | 87       |
| " in ballast .. .. .                           | 16      | 3,819    |
| Steamers in ballast .. .. .                    | 17      | 4,827    |
| Ships out of port of refuge .. .. .            | 4       | 303      |
| Total .. .. .                                  | 1,340   | 212,176  |

The destination of the 1,301 vessels with cargoes was—

|  | Ships. | Tonnage. |
|--|--------|----------|
| Great Britain .. .. .                  | 536    | 136,479  |
| Germany .. .. .                        | 581    | 40,570   |
| Holland .. .. .                        | 103    | 14,187   |
| Belgium .. .. .                        | 31     | 5,982    |
| Russia .. .. .                         | 15     | 1,395    |
| France .. .. .                         | 6      | 1,107    |
| United States of North America .. .. . | 2      | 890      |
| Denmark .. .. .                        | 12     | 634      |
| South America .. .. .                  | 2      | 630      |
| Sweden .. .. .                         | 7      | 502      |
| Africa .. .. .                         | 1      | 365      |
| Norway .. .. .                         | 4      | 240      |
| Italy .. .. .                          | 1      | 159      |
| Total .. .. .                          | 1,301  | 203,140  |

*Freights* commenced at fair rates, but in consequence of the dull season declined, and at times it was impossible to obtain any charter.

Outward rates were—

|                                       |   |  |
|---------------------------------------|---|--|
| London .. .. .                        | { | 18s. 6d., 17s., 16s. per load pine.                |
|                                       | { | 1l. 9s. 6d., 1l. 7s. 6d. per ton rags.             |
|                                       | { | 4s. per quarter wheat.                             |
| Hull, Grimsby, and other east ports   | { | 17s. 6d., 16s. 6d., 14s. 6d., 14s. per load.       |
|                                       | { | 3s. 3d. per quarter.                               |
| Coal ports on the east coast .. ..    |   | 13s. 6d., 12s. per load.                           |
| Dundee and neighbouring ports ..      |   | 1l. 15s., 1l. 10s., 1l. 8s., 1l. 4s. per ton flax. |
| Liverpool, Bristol, and Gloucester .. |   | 1l. 0s. 6d., 19s., 17s. per load.                  |
| Cardiff.. .. .                        |   | 18s. 6d. per load.                                 |

Inward rates—

|                                |                                |
|--------------------------------|--------------------------------|
| Liverpool .. .. .              | 8s. per ton salt.              |
| Gloucester .. .. .             | 6s. 6d. „                      |
| Newcastle and Hartlepool .. .. | 6l. 10s. to 7l. per keel.      |
| Firth of Forth .. .. .         | 5l. 10s. to 6l. 10s. per keel. |

*Harbour.*—The current running during the greater part of the year along the coast from south to north brings a good deal of sand, and deposits the same where the water coming out of the Kurische Haff meets that of the Baltic. To remove the bar thus formed, a steam dredger is in action during the calm days of summer, but this is done far more effectually by the ice of the river Niemen coming down early in spring. Thus within the last six years the depth of water on the bar varied from 22 to 24 feet English. In 1874 the ice of the Kurische Haff broke up later than that of the river, and in consequence no flood or ice came down, and the bar rose to about 16 feet under water. Stormy weather and other circumstances prevented the work of the steam dredger, and not before August could a navigable channel of about 19 feet deep be restored. Many of the ships which draw much water had to discharge and to load part of their cargo in the open roadstead, which not only is dangerous but also expensive, the charges usually amounting to one-half of the freight earned for the quantity lightered.

*Landing Places.*—The want of proper landing places continues. Early in spring, when the safety of the ships would be endangered by their lying in the Haff, the creek as well as the small dock is crowded with vessels. The extension of the present dock or the building of new and more capacious ones is urged by the Board of Commerce. This year Government has granted 52,500*l.* to be spent on improvements of the harbour.

*Wrecks.*—Only one ship was stranded and lost in the vicinity of this port. Another one touched the ground, but with assistance from shore got off.

*Ship Building* has almost ceased here from want of carpenters and the consequently high wages. Only one vessel was built, and the list of ships owned at this port shows a decline. In 1873, 92 ships were registered, with 34,618 tons; and in 1874 only 89 ships, with 32,475 tons. The number of steamers was the same in both years—viz., ten. None of them are foreign going, all being tugs and river boats.

#### AGRICULTURE.

The district of Memel, being a narrow strip of land, bordered on one side by the Baltic, on the other by the Russian frontier, produces

barely enough for home consumption. The crops of wheat, rye, barley, and potatoes yielded a fair average quantity. Oats proved a complete failure.

Animals are not raised here in sufficient quantity, and the wants have to be supplied by purchases in the better-placed parts of this province and in Russia.

#### POPULATION AND INDUSTRIES.

The town of Memel contains about 25,000 inhabitants, and the whole district about double that number. The next census will take place on the 1st December, 1875, and until that period no official reports will appear.

There are fifteen steam mills and twenty windmills employed in the sawing of timber. The windmills, once a characteristic of this port, are gradually disappearing, the new establishments being all provided with steam power.

Of iron foundries, manufacturing also machinery, there are two small establishments, furnishing only agricultural machines and implements. All the larger work and repairs of steam engines must be done in Tilsit, Königsberg, or Elbing.

Three years ago works for preparing ground bone, bone black, and chemical products were erected, which are unable to compete with similar establishments in other more central places, and for the last two years could not pay any dividend.

#### PUBLIC WORKS.

The railway from Memel to Tilsit approaches completion. On this side of the river Niemen, near Tilsit, all has been finished, and will be opened to traffic in the spring of 1875. Until that period this line cannot exercise any influence on the trade of Memel, as it is generally expected to do when the bridge over the river Neimen is completed. It is hoped that this will be the case towards the end of 1875.

The King William Canal, extending from Russ to Memel, which was dug in the expectation that all the timber rafts and river craft would pass through it, and thereby evade the dangers of the Kurische Haff, has so far proved to be a complete failure. In order to get into this canal the rafts have to go for about three miles up a small river, the Menge, which, however, is either too shallow, or at other times when by the melting of snow or heavy rains the quantity of water is increased, the current in it is so strong that it is impossible to force the rafts against it. The only means to make this canal serviceable will be to extend it in a direct line to the Memel River, a distance of only three or four miles.

A new lighthouse has been erected at Nidden, a village on the Kurische Nehrung, about thirty miles south of Memel. The position is, latitude 55° 18' 4" north, longitude 21° 0' east of Greenwich, and it is furnished with a revolving light appearing every ten minutes. Mariners have found it an excellent landmark, and state that the light can be distinctly seen twenty-two miles off.

#### GENERAL REMARKS.

Although difficult to approach in stormy weather, the port of Memel possesses many advantages over any other port in the Baltic. The



harbour is excellent, and rarely closed by ice, and then only for a few days, so that almost at any time ships can enter far enough to be in safety.

The causes which have so far prevented Memel from gaining more importance can be easily pointed out.

In the first place it has been the want of railway communication with the interior of Russia. All the more valuable goods are forwarded to ports possessing this facility; the time gained and the speedy exchange of merchandize into money fully counterbalance any additional expenses. The opening of the Memel-Tilsit line will no doubt bring back many branches of commerce which formerly were carried on in this port.

A further impediment to its prosperity is the great vicinity of the Russian frontier, and the want of Prussian territory on which consumers of our imports and producers of exports might reside. The trade with Russia is rendered extremely difficult by the high duties which are levied on all goods entering and the ever varying regulations of the custom-house. All the exertions of the Prussian Government to get greater facilities have so far been unsuccessful. Russia adheres to its high duties in order to protect the few branches of industry it possesses, and it must be trusted that a time may come when the rulers of that empire will learn that lower duties and less protective measures will be of equal benefit to both countries.

Memel, July, 1875.

## G R E E C E.

## CEPHALONIA.

*Report by Acting Vice-Consul Toole on the Trade and Commerce of Cephalonia for the Year 1874.*

BEFORE entering on specific details, I beg to be allowed to point out that the system on which the different branches of the Hellenic Service are administered, more particularly the financial department, renders it a matter of impossibility to procure in due time the data necessary for the compilation of a commercial report; for from the collector of customs to the lowest subaltern officer in charge of the out-ports, all correspond direct with the Ministry of Finance at Athens, so that although the collector of customs is supposed to be the superintending authority, the reports of his subalterns do not pass through his hands; hence it follows that months must elapse before the necessary information can be obtained. The official returns showing the imports and exports are not completed till three or four months after the close of the year.

The commercial events of the year that has elapsed do not afford matter for serious consideration, either in the way of improvement or deterioration. The geographical position of the island precluding its trade from acquiring a greater development, matters remain almost unaltered.

## C U R R A N T S.

The currant crop, which, as has been stated in former reports, is the staple produce of the island, and which for several years in succession has not been damaged by the rain, was this year seriously damaged by the falling of rain at a time when the greater part of the crop was exposed on the drying grounds, which has had the effect of deteriorating the quality and reducing the quantity; but the weather having turned fair again, most of the damaged fruit was secured and housed in tolerably good condition and of marketable quality. Scarcely one-third of the crop was gathered in really sound and dry. Notwithstanding the damage caused by the rain, the crop amounted to 21,574,958 lbs. :—

|                             |    |    |    |    | Lbs.       |
|-----------------------------|----|----|----|----|------------|
| Cephalonia currants ..      | .. | .. | .. | .. | 20,372,078 |
| Santa Maura „ ..            | .. | .. | .. | .. | 801,920    |
| Ithaca „ ..                 | .. | .. | .. | .. | 400,960    |
| Total ..                    | .. | .. | .. | .. | 21,574,958 |
| Against last year's crop .. | .. | .. | .. | .. | 19,603,933 |
| Showing an excess of ..     | .. | .. | .. | .. | 1,971,025  |

The bulk of the crop, especially the rain-damaged, has been exported to the continent, as will be seen from the following table:—

|          |    |    |    |    |    | Lbs.       |
|----------|----|----|----|----|----|------------|
| Holland  | .. | .. | .. | .. | .. | 6,797,454  |
| England  | .. | .. | .. | .. | .. | 6,718,172  |
| Belgium  | .. | .. | .. | .. | .. | 5,554,422  |
| Germany  | .. | .. | .. | .. | .. | 2,165,300  |
| Russia.. | .. | .. | .. | .. | .. | 222,667    |
| Trieste  | .. | .. | .. | .. | .. | 116,943    |
| Total    | .. | .. | .. | .. | .. | 21,574,958 |

Although the quality of the fruit was much inferior to that of last year, prices were not very much lower. The average has been from 24 dol. to 25 dol. per mill, for sound, and from 20 dol. to 22 dol. for rain-damaged.

*Morea Currants.*—On account of the competition which prevailed, and the enhanced prices paid for provincial currants to complete first shipments, speculators sustained heavy losses, as the prices paid on the spot did not correspond with those that first shipments attained in the English markets. The quantity imported this year from the provinces and re-exported to foreign markets amounted to 7,451,332 lbs., against 4,567,192 lbs. last year, showing an excess of 2,884,140 lbs., which is to be attributed to local speculation; prices varied from 35 dol. to 33 dol. per mill. The subjoined table will show for what parts Morea currants have been exported from Cephalonia:—

|           |    |    |    |    |    | Lbs.      |
|-----------|----|----|----|----|----|-----------|
| England   | .. | .. | .. | .. | .. | 6,629,138 |
| America   | .. | .. | .. | .. | .. | 518,239   |
| Russia .. | .. | .. | .. | .. | .. | 179,051   |
| Germany   | .. | .. | .. | .. | .. | 124,904   |
| Total     | .. | .. | .. | .. | .. | 7,451,332 |

The inconvenience of the present system of levying the duty on currants and oil has been repeatedly pointed out in former reports, and it is to be regretted that the Hellenic Government has not provided a better and more suitable system to meet the exigencies of the trade and the interest of the public.

#### OLIVE OIL.

The crop has turned out an abundant one, and is reckoned at from 35,000 to 40,000 barrels, equal to 2,200–2,500 tuns, available for exportation, besides what is consumed in the island, which is always a very large quantity, the country people making great use of it for eating purposes. The average price thus far has been from 8 dol. to 8 dol. 50 c. per barrel, equal to about 34*l.* 10*s.* to 35*l.* free on board. Generally speaking, the revenue of the island was not under the usual average, but on account of the abundance of the olive crop this year there will be a sensible improvement. The oil exported belonging to this year's crop will appear in the export returns of the year 1875.

I.—TABLE showing Exports of the Island of Cephalaria during the Year 1874.

| Countries.       | Currency.  | Sterling. |    |    |
|------------------|------------|-----------|----|----|
|                  | Drachmas.  | £         | s. | d. |
| England .. ..    | 4,642,755* | 167,655   | 0  | 11 |
| Austria .. ..    | 44,433     | 1,604     | 10 | 6  |
| German Empire .. | 342,907    | 12,382    | 15 | 1  |
| Italy .. ..      | 11,818     | 426       | 15 | 3  |
| Turkey .. ..     | 23,588     | 1,032     | 6  | 11 |
| Roumania .. ..   | 33,846     | 1,222     | 4  | 4  |
| Russia .. ..     | 138,052    | 4,985     | 4  | 3  |
| Total .. ..      | 5,242,399  | 182,308   | 17 | 3  |

|  | Value about— |           |    |    |
|--|--------------|-----------|----|----|
|  | Currency.    | Sterling. |    |    |
|  | Drachmas.    | £         | s. | d. |
| * In this are included the Morea currants imported here, and hence exported to England .. .. | 1,341,166    | 48,431    | 0  | 0  |
| Cephalonia currants .. ..  | 3,301,539    | 119,224   | 0  | 11 |
| Total .. ..  | 4,642,755    | 167,655   | 0  | 11 |

Not so much of the Cephalaria fruit was really exported to England as appears here, but the Custom-house returns show as above, because many cargoes which eventually went to the Continent cleared hence for a channel port for orders.

II.—TABLE showing Imports of the Island of Cephalaria during the Year 1874.

| Whence.            | Currency.  | Sterling. |    |    |
|--------------------|------------|-----------|----|----|
|                    | Drachmas.  | £         | s. | d. |
| England .. ..      | 930,824    | 33,613    | 1  | 8  |
| Austria .. ..      | 1,137,180  | 41,064    | 16 | 8  |
| France .. ..       | 279,235    | 10,083    | 9  | 9  |
| Italy .. ..        | 640,690    | 23,136    | 0  | 7  |
| Turkey .. ..       | 488,358    | 17,635    | 3  | 0  |
| Principalities ..  | 368,857    | 13,319    | 16 | 9  |
| Russia .. ..       | 1,471,192  | 53,126    | 7  | 7  |
| Greek Provinces .. | 1,341,166* | 48,431    | 0  | 0  |
| Total .. ..        | 6,657,502  | 240,409   | 16 | 0  |

\* The amount entered as value of goods imported from the Greek provinces is the value only of currants imported for re-exportation; there are other items, but not of any very great value, which do not appear in the custom-house returns, as no duties are paid for goods sent from one part of the State to another.

III.—TABLE showing the Total Result of the Currant Crop of the several Producing Districts in 1874, and the Countries where exported to.

| Countries where exported to. | Producing Districts. |             |        |        | Total.                          | Remarks. | Tons.  |
|------------------------------|----------------------|-------------|--------|--------|---------------------------------|----------|--------|
|                              | Morea.               | Cephalonia. | Zante. | Tons.  |                                 |          |        |
| United Kingdom               | 48,833               | 3,000       | 3,633  | 55,466 | Shipped in English bottoms      | ..       | 65,493 |
| United States of America     | 5,449                | ..          | ..     | 5,449  | " Austrian and Greek bottoms    | ..       | 4,917  |
| German Empire                | 1,692                | 970         | 476    | 3,138  | " Italian bottoms               | ..       | 2,520  |
| Austria                      | 3,872                | 53          | 48     | 3,973  | " Dutch bottoms                 | ..       | 2,452  |
| Russia                       | 900                  | 100         | ..     | 1,000  | " Swedish and Norwegian bottoms | ..       | 557    |
| Belgium                      | ..                   | 2,480       | 509    | 2,989  | " French bottoms                | ..       | 9      |
| Holland                      | ..                   | 3,036       | 897    | 3,933  |                                 |          |        |
| Total                        | 60,746               | 9,639       | 5,563  | 75,948 |                                 |          | 75,948 |



IV.—TABLE showing the Vessels entered and cleared at the Port of Argostoli during the Years 1873 and 1874.

|   | 1873.    |        |          |        | 1874.    |        |          |        | Remarks, 1874.                 |
|---|----------|--------|----------|--------|----------|--------|----------|--------|--------------------------------|
|   | Entered. |        | Cleared. |        | Entered. |        | Cleared. |        |                                |
|   | Number.  | Tons.  | Number.  | Tons.  | Number.  | Tons.  | Number.  | Tons.  |                                |
| British—                                |          |        |          |        |          |        |          |        |                                |
| Steamers                                | 11       | 9,706  | 11       | 9,706  | 19       | 15,637 | 19       | 15,637 |                                |
| Sailing vessels                         | 33       | 7,648  | 39       | 7,867  | 35       | 6,465  | 34       | 6,254  |                                |
| Italian sailing vessels                 | 37       | 3,748  | 37       | 3,748  | 10       | 1,889  | 10       | 1,889  |                                |
| Dutch                                   | 9        | 3,767  | 9        | 3,767  | 6        | 2,143  | 6        | 2,143  |                                |
| Austrian sailing vessels..              | 8        | 1,115  | 8        | 1,115  | 2        | 331    | 1        | 156    |                                |
| Turkish                                 | 8        | 824    | 8        | 824    | 5        | 475    | 5        | 475    |                                |
| Russian                                 | 9        | 1,734  | 9        | 1,734  | 4        | 726    | 2        | 413    |                                |
| Danubian Principalities sailing vessels | 6        | 1,043  | 6        | 1,043  | 1        | 144    | ..       | ..     |                                |
| Norwegian sailing vessels               | ..       | ..     | ..       | ..     | 1        | 187    | 1        | 137    |                                |
| Danish sailing vessels                  | ..       | ..     | ..       | ..     | 1        | 138    | 1        | 138    |                                |
| German 1, United States 1               | 2        | 530    | 2        | 530    | ..       | ..     | ..       | ..     |                                |
| Total                                   | 128      | 30,115 | 129      | 30,334 | 84       | 28,085 | 79       | 27,242 | 4 steamers, 2 sailing vessels. |

In this table are not included the Austrian and Greek mail steamers which touch here twice a week.

## EXCHANGE.

All transactions are carried out by bills on London, as a rule, at three months' date. The exchange during the year 1874 ranged from  $49\frac{3}{4}$  to  $51\frac{1}{4}$  per Spanish dollar; the average rate may be said to have been  $50\frac{1}{2}$  per Spanish dollar.

## FREIGHTS.

Freights ruled very low this year. Per steamer they varied from 1*l.* to 1*l.* 15*s.* per ton; per sailing vessel they varied from 1*l.* 17*s.* 6*d.* to 2*l.* per ton.

Cephalonia, June 2, 1875.

## SYRA.

*Report by Consul Binney on the Trade and Commerce of the Cyclades during the Year 1874.*

COMPARED with the report on the trade and commerce of this district for the preceding year 1873, a small difference is seen in the total value of merchandize exported and imported, the exports showing an increase of 73,685*l.* and the imports a decrease of 57,831*l.*

The direct trade with Great Britain has decreased in exports and increased in imports, the former showing a decrease of 13,253*l.*, and the latter an increase of 31,304*l.* The decrease in the value of exports is chiefly caused by the fact that no shipments of emery stone were sent to Great Britain during the year, and the increase in the value of imports is mainly attributed (as already stated in my last report) to the facilities afforded here to the provincial buyers.

Little or nothing has been done with respect to the question of Syra becoming a free port. The following is a translation of the pamphlet which I mentioned in my last report as having been issued by an association of the merchants of this place, giving their views upon the subject:—

TRANSLATION of a Pamphlet published by the Chamber of Commerce at Syra, 1874.

*“Origin and Decline of the Commerce of Syra.”*

“The first commercial undertakings at Syra were founded by the Greek refugees who fled here from all parts of Turkey during the War of Independence for protection and safety, which was readily afforded them; and whilst the greater part of Greece was engaged in the struggle with Turkey, Syra was alone free from the miseries of war, and her merchants were improving and developing her trade, which soon after the restoration of peace and the foundation of the kingdom made wonderful progress.

“Owing to the facilities of her communication with the neighbouring islands, the coast of Asia Minor and Europe, the wealth her merchants accumulated during the revolution, their family ties with their fellow-countrymen in Turkey and Europe, and her safe and commodious harbour, together with her geographical position, the island was soon chosen for the establishment of the central agencies of the Austrian Lloyds, French, English, Egyptian, Greek, and other steam navigation companies.

“In a short time Syra thus became the general depôt for the whole of Greece, many of the Turkish provinces and the coast of Asia Minor greatly contributing to the improvement of Greek navigation, agriculture, and industries of all kinds.

“Such she continued to be up to the end of the Crimean war, when, after the reorganization of the custom-houses in the neighbouring

empire and the facilities which steam communication offered to many Turkish and Greek towns, and on account of the increase of our duties on importations, Syra began to lose her former character, and her foreign buyers finding that it was no longer to their interest to purchase from here, resorted to other markets, in consequence of which the commerce of the island has gradually fallen off, until it has arrived at a point which requires the immediate attention of its merchants, otherwise her shipping, agriculture, and numerous industries will go on decreasing, and at last be entirely ruined.

"All these evils we firmly believe can be promptly avoided and the trade of the island so greatly improved and developed, that Syra will quickly acquire her former commercial prosperity, and materially contribute again to the wealth of the national exchequer, if her port (which possesses so many advantages and privileges over the ports of the kingdom) is declared free.

"In order to prove the truth of our assertion, we shall proceed to examine the question under a commercial, economical, and general point of view.

*"Syra as a Free Port in a Commercial Point of View.*

"The custom-house duties on importations being abolished, the market of Syra would at once become a general dépôt for the manufactures and produce of the east and west, as it is now for coals which are free of duty.

"Her market would also become a dépôt for Turkish and Greek tobacco, and cereals from the Danube and the Azoff, because these products could be re-shipped from here to wherever there was a demand for them much cheaper and quicker than from elsewhere.

"The Suez Canal has made Syra the nearest port to India. Indian products, instead of being shipped to Europe and then re-shipped to the Levant, with all the attending double freights and expenses, might be brought direct here, where they can be distributed to the other ports of the Mediterranean far cheaper and quicker.

"The increase of commerce at Syra will naturally multiply the number of the Greek houses in Europe and India; it will also induce English, French, and German firms to open branch houses here, which can supply their different commodities to the other provinces in Greece, those of Turkey and the continent of Asia Minor, just as cheap as if they were purchased in the countries from which they originally emanated.

"It will likewise contribute very powerfully to the development of Greek navigation, agriculture, and industries of all kinds.

"Such are the benefits which a free port at Syra promises to the commerce of Greece without any sacrifice, as the loss of the revenue now derived from the custom-house can be substituted and even doubled by others.

*"Syra as a Free Port in a Nautical Point of View.*

"Our ships at present are obliged to go to foreign ports in order to more cheaply purchase their sails, ropes, chains, anchors, &c.

"For this same reason many vessels are built at Castellamare and Trieste, whereas if Syra was a free port, not only our own vessels would no longer proceed to foreign ports to purchase their outfits, but even many foreign ships would touch here to replace whatever they may have run short of during their voyage.

"This port is much preferable to any other in the Mediterranean, owing to the singular geographical position of the island.

"Syra is renowned for her safe and commodious harbour, for her extensive and finely situated shipbuilding yard, which yearly turns out a great number of well-built ships. Her master shipwrights and workmen are highly competent, and her warehouses are well stocked with all articles required for shipbuilding.

"Thus, when timber, ropes, chains, anchors, &c., are imported free of duty, the island will have the best and cheapest arsenal in the Mediterranean; therefore not only all the Greek, but foreign shipmasters and owners will come here to have their vessels built.

"The impetus given to shipbuilding at Syra will not effect in any way the shipbuilding yards at Galaxidi and Spezzia, as on those islands only small craft are constructed with native timber, and their large vessels are always built here. Now, when one branch flourishes, the others will naturally flourish too; therefore it is quite evident that agriculture, commerce, and industry will quickly improve and develope.

"That we are right in asking for the entire abolishment of all duties is proved by the fact of our Government, seeing the benefits to be derived from free importations, abolishes at times the import duty now of this article, now of that; therefore we, the Chamber of Commerce of this commercial island, come forward and demand the abolishment of all duties, which we have already proved to be for the national honour and prosperity.

*"Syra as a Free Port in an Industrial Point of View.*

"Soon after the formation of the new town of Kermopolis, near the harbour, and notwithstanding the activity, abilities, and diligence of its founders, who soon concentrated their energies in commerce and industry, it made very little progress, partly on account of the competition of foreign countries, and partly on account of the heavy duties on raw materials; thus not being able to make use of our own raw materials, we were obliged to send them to other countries to be sold at any price, which when manufactured into different articles, are afterwards sent back to us and sold at an enormous profit, so that whilst they become richer, we become poorer.

"Now if the duties are taken off and the port of Syra is declared free, the already existing industry will flourish and new branches will be introduced, and foreigners will see the necessity of establishing branch houses here in order to supply the Levant with their manufactures more cheaply and quicker, thus saving a large amount of money in freights and charges.

"The same privileges must be given to every kind of industry in the kingdom, because we do not mean to ruin the little which exists at present; on the contrary, we desire to see it improve and develope, for it is quite clear that industry alone enriches and strengthens nations moreover, it is ridiculous to pay millions of drachmas yearly for articles which can be manufactured at home.

"It is universally acknowledged that it is necessary to support our industry, therefore, what can be the difficulty which prevents our Government and chamber from declaring the port of Syra free and abolishing the duties on raw materials for every kind of industry in the kingdom, instead of their abolishing day by day the duty of one and the other article, when they know the grave necessity of the case.

"It is quite certain that when one town prospers, its prosperity will surely be reflected in others, as the produce of the latter will find a



better market, thus inducing them to improve its cultivation. On the other hand, their coasting vessels, both large and small, will find a regular employment, thus giving a further stimulation to the ship-builders in constructing more ships.

"Lastly, the improvement and progress in all these branches of industry will wonderfully increase our population, in consequence of which we will become more respected by both friends and foes.

*"Syra as a Free Port in a Politico-Economical and General Point of View.*

"Syra being declared a free port for the general improvement, progress, and development of her commerce, industry, agriculture, ship-building, and navigations will greatly increase her political and commercial relations with the adjoining islands, with the coast of Asia Minor, and Europe in general. This privilege, if granted to this port, will not injure the interests of the other commercial towns of the kingdom; on the contrary, they will derive great benefits from it, as Syra in consequence of this privilege will induce many foreigners to establish houses here, as she will undoubtedly become a general market where the products of the other towns can be profitably disposed of, and a general depôt from whence they can draw their supplies cheaper and quicker than if they were to procure them direct from Europe.

"Nor will the revenues of the kingdom suffer any loss whatever on account of granting this privilege, as the supplies drawn from here for other places will pay the duty thereon at their respective custom-houses.

"With respect to the deficiency which the Treasury will apparently incur, inasmuch as the inhabitants of Syra will be able to purchase everything much cheaper, they will be willing to make up for the deficiency in any way the Government may think proper.

"A heavy duty, for instance, may be put on such articles as spirits and wines, the abuse of which is very injurious to the labouring classes. However, we can confidently declare that there will be even no necessity to resort to any such measure, as the deficiency can be covered by other indirect duties and taxes, owing to the wonderful stimulus and improvement that commerce, industry, agriculture, ship building, and navigation will receive, and lastly through the enrichment of all the inhabitants of the kingdom without exception, which results should be the object of every good and paternal Government.

"We therefore deem it expedient that this privilege should be granted to Syra as soon as possible, for otherwise the island, which has contributed so much to the general development of the whole nation during and after the War of Independence, and which possesses the only commercial town in the kingdom of any reputation in the commercial world, will become quite insignificant like those adjoining it.

"We make this assertion because many of her wealthy merchants have already proceeded to other markets in order to find profitable employment for their large capital, and we feel confident that others will follow in a very short time; therefore Greece will have to lament the ruin of her most important commercial town, the more so as she will lose the hope of establishing another like it, as it is not an easy task for a nation so thinly populated as ours to form another large and general market like that at Syra.

"On the other hand, if the long-wished-for privilege is bestowed on this port, our present position will be saved, and the future will be full of promise for the prosperity of its people and the general welfare of the nation."

## TRADE AND COMMERCE.

The chief exports from Syra to Great Britain during the year 1874 were as follows:—

| Articles.                               | Value. |
|---|--------|
|   | £      |
| Sponges .. .. .                         | 20,000 |
| 500 barrels of citrons (in brine) .. .. | 2,500  |
| Valonea .. .. .                         | 2,000  |
| Figs and raisins .. .. .                | 627    |
| Olive oil .. .. .                       | 373    |
| Tobacco .. .. .                         | 362    |
| Onions .. .. .                          | 297    |
| Marbles .. .. .                         | 128    |
| Honey .. .. .                           | 107    |

The chief imports from Great Britain were—

| Articles.                            | Value.  |
|--------------------------------------|---------|
|                                      | £       |
| Manufactures .. .. .                 | 171,750 |
| Hides (wet and dry) .. .. .          | 131,465 |
| Yarn (cotton twist) .. .. .          | 17,762  |
| Coals .. .. .                        | 12,940  |
| Iron (wrought and unwrought) .. .. . | 3,637   |
| Sugar, coffee, and colonials .. .. . | 2,715   |
| Salt and dry provisions .. .. .      | 2,319   |
| Copper, brass, and pewter .. .. .    | 2,307   |
| Spirits and wines .. .. .            | 1,957   |
| Threads of all sorts .. .. .         | 1,647   |
| Rope .. .. .                         | 1,423   |
| Indigo .. .. .                       | 1,399   |
| Earthenware and glass .. .. .        | 1,329   |
| Rice .. .. .                         | 1,370   |
| Cochineal, dyes, and paints .. .. .  | 1,303   |
| Firearms .. .. .                     | 1,045   |
| Hardware .. .. .                     | 815     |
| Linseed oil .. .. .                  | 668     |
| Gunpowder .. .. .                    | 485     |
| Steel .. .. .                        | 481     |
| Articles of dress .. .. .            | 463     |
| Petroleum .. .. .                    | 387     |
| Wax .. .. .                          | 228     |
| Lead (wrought and unwrought) .. .. . | 209     |
| Umbrellas .. .. .                    | 170     |
| Timber .. .. .                       | 146     |
| Paper .. .. .                        | 130     |

The chief exports to and imports from foreign countries other than Great Britain were as follows:—

## EXPORTS.

| Articles.   | Value.  |
|---|---------|
|   | £       |
| Hides (dressed and undressed) .. ..                           | 165,654 |
| Vegetables (to Constantinople) .. ..                          | 25,560  |
| Valonea (from Zea) .. ..                                      | 24,000  |
| Lemons (fresh from Zea to Constantinople,<br>via Syria) .. .. | 17,500  |
| Tobacco .. ..   | 9,847   |
| Cheese .. ..  | 3,062   |
| Sponges .. ..   | 2,238   |
| Wool .. ..  | 1,506   |
| Silk .. ..  | 1,501   |
| Honey .. ..   | 1,303   |
| Pulse .. ..   | 927     |
| Wines and spirits .. ..                                       | 558     |
| Timber .. ..  | 528     |
| Soap .. ..  | 316     |
| Manufactures .. ..  | 230     |
| Olive oil .. ..   | 216     |
| Turpentine .. ..  | 205     |
| Wax .. ..   | 140     |

## IMPORTS.

| Articles.                             | Value.  |
|---------------------------------------|---------|
|                                       | £       |
| Hides (wet and dry) .. .. .           | 111,262 |
| Grain .. .. .                         | 68,052  |
| Manufactures .. .. .                  | 46,217  |
| Sugar, coffee, and colonials .. .. .  | 29,887  |
| Timber .. .. .                        | 10,120  |
| Rice .. .. .                          | 8,683   |
| Cattle .. .. .                        | 8,089   |
| Rope .. .. .                          | 7,037   |
| Paper .. .. .                         | 5,922   |
| Fruits (fresh and dry) .. .. .        | 5,191   |
| Salt and dry provisions .. .. .       | 5,110   |
| Coals .. .. .                         | 3,867   |
| Hardware.. .. .                       | 3,810   |
| Iron (wrought and unwrought).. .. .   | 3,794   |
| Hats .. .. .                          | 3,255   |
| Red caviare .. .. .                   | 3,212   |
| Tapes .. .. .                         | 2,420   |
| Butter .. .. .                        | 2,245   |
| Umbrellas .. .. .                     | 2,233   |
| Matches .. .. .                       | 2,016   |
| Wine and spirits .. .. .              | 1,829   |
| Flour .. .. .                         | 1,823   |
| Wax .. .. .                           | 1,700   |
| Black caviare .. .. .                 | 1,696   |
| Cotton .. .. .                        | 1,473   |
| Pulse .. .. .                         | 1,388   |
| Earthenware and glass .. .. .         | 1,311   |
| Cheese .. .. .                        | 1,233   |
| Mastic .. .. .                        | 1,211   |
| Medicines .. .. .                     | 1,138   |
| Lead (wrought and unwrought) .. .. .  | 1,098   |
| Berlin wool .. .. .                   | 1,087   |
| Paints, dyes, and alum .. .. .        | 1,003   |
| Staves .. .. .                        | 999     |
| Red caps .. .. .                      | 861     |
| Gold (wrought) .. .. .                | 837     |
| Petroleum .. .. .                     | 812     |
| Tobacco and cigars .. .. .            | 546     |
| Furniture .. .. .                     | 539     |
| Watches .. .. .                       | 532     |
| Perfumery .. .. .                     | 527     |
| Steel .. .. .                         | 450     |
| Octopus .. .. .                       | 386     |
| Threads of all sorts .. .. .          | 374     |
| Soap .. .. .                          | 302     |
| Firearms and cutlery .. .. .          | 281     |
| Gloves .. .. .                        | 277     |
| Solder .. .. .                        | 256     |
| Halva (sweetmeat) .. .. .             | 256     |
| Indigo .. .. .                        | 212     |
| Flax .. .. .                          | 209     |
| Silver (wrought).. .. .               | 182     |
| Tallow .. .. .                        | 171     |
| Playing cards .. .. .                 | 143     |
| Brass (wrought and unwrought) .. .. . | 137     |
| Tumbechi .. .. .                      | 122     |
| Olive oil .. .. .                     | 115     |
| Brimstone .. .. .                     | 468     |
| Books (printed) .. .. .               | 107     |
| Machinery .. .. .                     | 104     |

The average market price of some of the principal articles of export and import during the year 1874 were, as far as can be ascertained in the absence of the publication of any regular price current list, as follows:—

## EXPORTS.

| Articles.               | Per           | Prices. |
|-------------------------|---------------|---------|
|                         |               | £ s. d. |
| Hides (dressed) .. .. . | Cwt. ..       | 6 2 0   |
| Olive oil .. .. .       | Imp. gallon.. | 0 2 7   |
| Tobacco (Greek) .. .. . | Cwt. ..       | 2 10 0  |
| Sponges .. .. .         | Lb. ..        | 0 2 6   |
| Cheese .. .. .          | Cwt. ..       | 2 5 0   |
| Citrons .. .. .         | Barrel ..     | 5 0 0   |
| Fresh lemons. .. .. .   | Thousand ..   | 1 15 0  |

## IMPORTS.

| Articles.                        | Per           | Value.  |
|----------------------------------|---------------|---------|
|                                  |               | £ s. d. |
| Wheat .. .. .                    | Cwt. ..       | 2 10 0  |
| Sugar .. .. .                    | Imp. gallon.. | 1 15 0  |
| Coffee .. .. .                   | Cwt. ..       | 5 0 0   |
| Rum .. .. .                      | Imp. gallon.. | 0 2 2   |
| Red herrings .. .. .             | Barrel ..     | 1 5 0   |
| Hides (dry) .. .. .              | Cwt. ..       | 6 5 0   |
| " (wet) .. .. .                  | " ..          | 3 1 6   |
| Coals .. .. .                    | Ton ..        | 2 0 0   |
| Salt codfish .. .. .             | Cwt. ..       | 1 3 0   |
| Tin plates, IC. and IX. .. .. .  | Box ..        | 1 5 0   |
| Iron bars.. .. .                 | Cwt. ..       | 0 14 0  |
| Grey T cloths, 24 yards .. .. .  | Piece ..      | 0 11 0  |
| Cotton prints .. .. .            | " ..          | 0 13 0  |
| Madapolams .. .. .               | " ..          | 0 18 0  |
| Cotton water-twist, 4-20 .. .. . | Lb. ..        | 0 13 6  |

Of the articles of export before enumerated (except the vegetables) none are the actual produce of this place, but all are imported to this port from places in Greece and Turkey for shipment by steamers which touch here.

Of the articles imported a large proportion is re-shipped to the neighbouring islands and other places in Greece and Turkey, the actual local consumption being very limited.

The average monthly rates of exchange in 1874 for bills at three months' date on London in commercial currency were as follows:—

|                            | Dr. lepta      | Dr. lepta |
|----------------------------|----------------|-----------|
| January, per £ sterling .. | 35 50 to 35 55 |           |
| February .. .. .           | 35 50          | 35 60     |
| March .. .. .              | 35 60          | 35 65     |
| April .. .. .              | 35 60          | 35 65     |
| May .. .. .                | 35 65          | 35 70     |
| June .. .. .               | 35 70          | 35 75     |
| July .. .. .               | 35 60          | 35 65     |
| August .. .. .             | 35 40          | 35 45     |
| September .. .. .          | 35 35          | 35 40     |
| October .. .. .            | 35 40          | 35 55     |
| November .. .. .           | 35 50          | 35 60     |
| December .. .. .           | 35 55          | 35 65     |



## SHIPPING AND NAVIGATION.

The number of British merchant vessels (sailing and steam) entered and cleared at the port of Syra during the year 1874 were as follows:—

## ENTERED.

|                    | No. of<br>Vessels. | Tonnage. | Crew. | Value of<br>Cargoes. |
|--------------------|--------------------|----------|-------|----------------------|
|                    |                    |          |       | £                    |
| Direct trade .. .. | 83                 | 90,627   | 2,861 | 360,660              |
| Indirect „ .. ..   | 12                 | 7,664    | 258   | ..                   |
| Total .. ..        | 95                 | 98,291   | 3,119 | 360,660              |

## CLEARED.

|                    | No. of<br>Vessels. | Tonnage. | Crew. | Value of<br>Cargoes. |
|--------------------|--------------------|----------|-------|----------------------|
|                    |                    |          |       | £                    |
| Direct trade .. .. | 55                 | 72,864   | 2,258 | 26,394               |
| Indirect „ .. ..   | 41                 | 25,525   | 866   | ..                   |
| Total .. ..        | 96                 | 98,389   | 3,124 | 26,394               |

*Direct Trade.*—Of the eighty-three vessels entered, seventy-four are steamers which arrived here from London, Liverpool, and Glasgow, and which, after discharging the portion of the cargo destined for this place, proceeded to other ports of discharge with the remainder.

Three steamers and six sailing vessels arrived here with coals.

Of the fifty-five vessels cleared, fifty-one are steamers, which, although proceeding hence to Constantinople and other ports in order to complete their outward voyage, have nevertheless shipped goods here for England.

Three are steamers (two from Odessa and one from Constantinople) which called in here for coals on their homeward voyage; one is a steamer which proceeded direct to Liverpool with a cargo of emery stone taken in at Naxos.

*Indirect Trade.*—Of the twelve vessels which arrived here none discharged any cargo, two having put in for repairs and one having towed in another. The remainder called here for orders.

Of the forty-one vessels which cleared, none have shipped any cargo at this port. Thirty-five are steamers, which, having arrived here from British ports, and discharged the portion of their cargoes destined for this place, proceeded to other ports of discharge with the remainder.

The total number of vessels of all nations which entered and cleared at Syra during the year 1874 were as follows:—

*Foreign Trade.*

| Nationality.   | Number of Vessels. |           |          |          |           |          |
|----------------|--------------------|-----------|----------|----------|-----------|----------|
|                | Entered.           |           |          | Cleared. |           |          |
|                | Sailing.           | Steamers. | Tonnage. | Sailing. | Steamers. | Tonnage. |
| Austrian .. .. | 10                 | 435       | 214,016  | 10       | 432       | 212,875  |
| Belgian .. ..  | 1                  | 7         | 8,856    | 1        | 7         | 8,856    |
| British .. ..  | 6                  | 89        | 98,291   | 6        | 89        | 98,291   |
| Dutch .. ..    | 2                  | 6         | 4,966    | 2        | 6         | 4,966    |
| French .. ..   | 1                  | 103       | 112,853  | 1        | 103       | 112,853  |
| German .. ..   | ..                 | 1         | 693      | ..       | 1         | 693      |
| Greek .. ..    | 687                | ..        | 69,740   | 662      | ..        | 68,114   |
| Italian .. ..  | 17                 | 1         | 4,185    | 17       | 1         | 4,185    |
| Russian .. ..  | 22                 | ..        | 4,288    | 19       | ..        | 3,706    |
| Turkish .. ..  | 684                | 33        | 48,415   | 671      | 33        | 47,014   |
| Total .. ..    | 1,430              | 675       | 566,303  | 1,389    | 672       | 561,553  |

The steamers included under the Turkish flag are those of the Egyptian Khedive Company. Compared with the shipping return of this port for the preceding year 1873, an increase of 605 sailing vessels and a decrease of 9 steamers is seen.

Total value of merchandize imported from, and exported to, different countries in the before-mentioned vessels:—

| Countries.          | Value.   |          |
|---------------------|----------|----------|
|                     | Imports. | Exports. |
|                     | £        | £        |
| Austria .. ..       | 38,473   | 5,670    |
| Belgium .. ..       | 12,744   | 1,763    |
| France .. ..        | 135,402  | 5,411    |
| Great Britain .. .. | 360,660  | 26,394   |
| Holland .. ..       | 7,162    | 1,499    |
| Italy .. ..         | 12,674   | 3,154    |
| Russia .. ..        | 11,442   | 1,061    |
| Turkey .. ..        | 155,112  | 201,064  |
| Total .. ..         | 733,669  | 246,016  |

The above table shows a decrease in the value of imports and an increase in the value of exports compared with those of 1873, in which year the values were as follows: imports, 791,500*l.*, a decrease of 57,831*l.*; exports, 172,331*l.*, an increase of 72,685*l.*

Coasting trade chiefly under the Hellenic flag:—

|                 | Entered. |          | Cleared. |          |
|-----------------|----------|----------|----------|----------|
|                 | Number.  | Tonnage. | Number.  | Tonnage. |
| Sailing .. .. . | 3,605    | 41,567   | 3,625    | 42,065   |
| Steam .. .. .   | 240      | 101,225  | 238      | 100,453  |
| Total .. .. .   | 3,845    | 142,792  | 3,863    | 142,518  |

It is impossible to obtain the value of the merchandise imported and exported in the coasting trade as the imports are only subject to a municipal duty, and a correct account is very difficult to be kept.

The exports are entirely free. The harbour remains in the same state as already described in the reports of the years 1872 and 1873, but they still continue to bring stones in lighters for the purpose of lengthening the mole or breakwater.

Shipbuilding at this port showed a very large increase in 1874, the number of vessels launched being:—

|                |    |    |    | Vessels. | Tons. |
|----------------|----|----|----|----------|-------|
| Under 100 tons | .. | .. |    | 61       | 1,725 |
| Above „        | .. | .. |    | 28       | 4,897 |
| Total          | .. | .. | .. | 89       | 6,622 |

This considerable increase over the returns of 1873 is chiefly attributed to the fact of the Government having issued a royal decree prohibiting timber from being cut in the national forests, therefore no large ships could be built at Galaxide.

#### STEAM NAVIGATING COMPANIES.

Besides the steamers of the several companies whose boats still continue to call at this port, as already stated in the previous reports of 1871, 1872, 1873, the Italian Trinacria Steamship Company intends shortly to inaugurate a line between here and Marseilles, Brindisi, Trieste, Salonica, &c.

#### MINES.

*Seriphos*.—The total quantity of iron ore shipped from the island of Seriphos in this consular district during the year 1874 amounted to 26,683 tons, all of which was sent to Great Britain.

The following table shows the dates of the above shipments, together with the number of vessels, their names, and the amount of their respective cargoes:—

| Date.     |    |    |    | Name of Vessels.  | Quantity landed at Newcastle. | Description of Vessels. |
|-----------|----|----|----|-------------------|-------------------------------|-------------------------|
| 1874.     |    |    |    |                   | Tons.                         |                         |
| February  | 12 | .. | .. | Eldon ..          | 985                           | Steamer                 |
| "         | 25 | .. | .. | Prudohe Castle .. | 1,083                         | "                       |
| "         | 25 | .. | .. | Hugh Taylor ..    | 1,062                         | "                       |
| March     | 15 | .. | .. | Chester ..        | 1,277                         | "                       |
| "         | 23 | .. | .. | Intch ..          | 1,483                         | "                       |
| April     | 10 | .. | .. | Kepler ..         | 1,503                         | "                       |
| "         | 22 | .. | .. | Galatz ..         | 1,132                         | "                       |
| "         | 27 | .. | .. | Hero ..           | 314                           | Sailing vessel          |
| May       | 3  | .. | .. | George Vascoe ..  | 1,232                         | Steamer                 |
| "         | 13 | .. | .. | Hugh Taylor ..    | 1,087                         | "                       |
| June      | 12 | .. | .. | Tunis ..          | 1,470                         | "                       |
| August    | 6  | .. | .. | Pickwick ..       | 1,357                         | "                       |
| September | 11 | .. | .. | Hellespont ..     | 1,877                         | "                       |
| "         | 21 | .. | .. | Menzaleh ..       | 1,910                         | "                       |
| November  | 17 | .. | .. | Stag ..           | 2,052                         | "                       |
| "         | 17 | .. | .. | Hugh Taylor ..    | 1,080                         | "                       |
| "         | 27 | .. | .. | Minnie Irvine ..  | 1,380                         | "                       |
| December  | 5  | .. | .. | Romulus ..        | 1,598                         | "                       |
| "         | 20 | .. | .. | Vestoe ..         | 1,350                         | "                       |
| "         | 30 | .. | .. | Crighton ..       | 1,501                         | "                       |

*Milo*.—During the years 1872, 1873, and 1874, about 127,422 pieces of mill stone were exported from the Government quarries on the Island of Milo, valued at 7,960*l*. About 596 tons of gypsum was also exported, valued at 1,966*l*. The sulphur mines, owned by Messrs. Melas Brothers of London, exported during the year 1874 sulphur and sulphur clay valued at 3,566*l*. The sulphur is chiefly consumed in Greece and Turkey.

*Naxos*.—During the year 1874, about 1,300 tons of emery stone were shipped to England from the Island of Naxos. The average price was from 9*l*. to 10*l*. per ton.

#### AGRICULTURE.

*Andros*.—The Island of Andros, in this consular district, produces from 10,000,000 to 15,000,000 of fresh lemons yearly. They are chiefly exported to Constantinople, the Black Sea, and the Danube. The average price is from 1*l*. to 1*l*. 3*s*. per thousand. In former years the island also produced a great quantity of cocoons and a considerable quantity of olive oil. At present the exportation of cocoons amounts to about 10,000 pounds, the average price being 2*s*. to 3*s*. per lb.

*Naxos*.—The quantity of citrons from the Island of Naxos, exported through this port to England, Austria, and Turkey during the year 1874, amounted to 130,413 oke, valued at 5,517*l*.

*Zea*.—From Zea, about 1,858 tons of valonea were exported, out of which 436 tons belongs to the old crop; 1,177 tons were exported to Trieste, 261 tons to Italy, 82 tons to Russia, 116 tons to Turkey, 42 tons to Austria, and 180 to England. The average price was from 17*l*. to 21*l*. per ton.

#### PUBLIC WORKS.

Nothing has been done since the date of the last report from this consular district; however, it is said that the municipality are about to contract for the erection of a town hall, near the public square.

## CHARITABLE INSTITUTIONS.

The poor-house, the building of which was announced in the last report, is now almost completed. It is said to be capacious enough to accommodate above 100 persons.

The ragged school is progressing very satisfactorily indeed, a large number of poor children being educated therein.

## MANUFACTORIES.

Messrs. Sevastopulo and Chilas are constructing a very large steam flour mill, which will afford employment to a large number of people. Another steam flour mill, belonging to Mr. Tombra, is now in course of construction.

## TELEGRAPHS.

The new direct route between Syra and Otranto (Italy), viâ Athens and Zante, is now open to the public; thus messages between here and Europe only occupy a few hours in transmission.

Syra, August 21, 1875.



## ZANTE.

*Report by Acting Vice-Consul Canale on the Trade and Commerce of Zante for the Year 1874.*

## CURRANTS.

THE total crop of currants for the year 1874 may be estimated at 12,465,828 lbs., against 11,056,000 lbs. in the preceding year, which, with that which remained on hand at the end of the year 1873 make a total of 14,255,764 lbs., shipped as follows:—

| Country.  | Quality.   |
|---|------------|
|   | Lbs.       |
| To United Kingdom .. .. .   | 5,658,799  |
| For orders .. .. .  | 1,209,611  |
| North Continent .. .. .   | 5,511,245  |
| America .. .. .   | 130,194    |
| Held for shipment on the 31st December, 1874, but since exported. |            |
| To United Kingdom .. .. .   | 1,033,133  |
| For orders .. .. .  | 598,945    |
| North Continent .. .. .   | 110,837    |
| Total .. .. .   | 14,255,764 |

*Morea Currants.*—Imported 8,315,613 lbs., exported to the following places:—

| Country.  | Quantity. |
|---|-----------|
|   | Lbs.      |
| To United Kingdom .. .. .   | 5,009,745 |
| America .. .. .   | 2,072,353 |
| Trieste .. .. .   | 9,946     |
| Held for shipment on the 31st December, 1874, but since exported. |           |
| To United Kingdom .. .. .   | 429,800   |
| America .. .. .   | 793,769   |
| Total .. .. .   | 8,315,613 |

Prices have ranged for Zante fruit from 24 dol. to 29 dol. per 1,000 lbs., and for Morea fruit from 26 dol. to 33 dol. per 1,050 lbs.

*Export Duty.*—The former pays 20 dol. per cent. ad valorem, and the latter 9s. 4 $\frac{3}{4}$ d. and a mole fee of 40 lepta or 3 $\frac{1}{2}$ d. per 1,050 lbs.

*Freight.*—By sailing vessels to United Kingdom from 1*l.* 12*s.* 6*d.* to 1*l.* 15*s.* and 10 per cent. per ton nett, and 10 per cent. extra if sent to the continent. Steamers from 1*l.* 5*s.* to 1*l.* 10*s.* to United Kingdom, orders from 2*l.* 2*s.* 6*d.* to 2*l.* 5*s.* and 10 per cent. per ton gross. For America by sailing vessels from 1*l.* 15*s.* to 2*l.* 5*s.* and 10 per cent. per

ton nett; and by steamers from 2*l.* 5*s.* to 2*l.* 15*s.* and 10 per cent. per ton gross. A gratuity is also given to masters both of sailing and steam vessels of ten guineas.

*Sulphur*.—13,612 cwt., import value 3,248*l.*; it pays an import duty in aggregate of 6½*d.* per cwt.

#### OLIVE OIL.

The crop for the year 1874 may be estimated to 55,000 Ionian barrels, or 3,437 tuns.

| Country.  | Quantity. |
|---|-----------|
| Exported to United Kingdom ..                                 | Barrels.  |
| „ Austria .. ..   | 5,106     |
| „ Turkey .. ..  | 3,879     |
| „ .. ..   | 306       |
| Since January 1, 1875, shipped off<br>to United Kingdom .. .. | 3,496     |
| Total .. .. .   | 12,787    |

*Export Duty*.—20 per cent. ad valorem, and prices varied from 8 dol. to 9 dol. per Ionian barrel.

*Freight*.—By sailing vessels to United Kingdom, orders from 2*l.* 2*s.* 6*d.* to 2*l.* 5*s.* and 10 per cent. per ton nett. Steamers to London or Liverpool from 1*l.* 15*s.* to 2*l.* and 10 per cent. per ton gross.

#### WINE.

Amounts annually to about 36,000 Ionian barrels, the most part of it is of good quality and used for local consumption and provisions of vessels, save a small part exported to the sister islands, Austria and Italy.

#### GRAIN.

Of best quality but hardly supplies the rural inhabitants, consisting of about 18,000 souls, for two months.

#### COTTON.

Not enough for the wants of one-third of the peasantry.

#### TOBACCO.

Very little, though great efforts have been made to promote its cultivation, yet to no success, owing to the want of soils adapted to the plant.

#### COMMERCE.

The entire commerce of this island consists in the exportation of the two staple produces, and other articles which are exported to England chiefly, Turkey, Germany, America, Austria, Italy, and Russia, and the importation of the articles required for the life and comfort of man, viz., cotton and wool manufactures, earthen and crystal wares, timber, iron, sugar, coffee, grain, flour, rice, salted meat, and fish, and

other sundry articles which are imported from England, Russia, Austria, Turkey, Danubian Principalities, France, America, and Italy.

The imports during the year 1874 reached to 164,147*l*.

| Countries from which Imported. | Value.  |
|--------------------------------|---------|
|                                | £       |
| England .. .. .                | 37,189  |
| Austria .. .. .                | 23,949  |
| Italy .. .. .                  | 17,983  |
| France .. .. .                 | 4,286   |
| Turkey .. .. .                 | 12,391  |
| Russia .. .. .                 | 54,876  |
| America .. .. .                | 8,473   |
| Total .. .. .                  | 164,147 |

And the exports to 137,005*l*.

| Countries to which Exported. | Value.  |
|------------------------------|---------|
|                              | £       |
| England .. .. .              | 77,939  |
| Austria .. .. .              | 8,537   |
| Italy .. .. .                | 638     |
| France .. .. .               | 12      |
| Turkey .. .. .               | 17,505  |
| Russia .. .. .               | 7       |
| America .. .. .              | 10,643  |
| Germany .. .. .              | 21,724  |
| Total .. .. .                | 137,005 |

*Corn*.—175,325 bushels, import value 52,500*l*. Its import duty is 6*d*. per kilo., including municipal and provincial duty, road tax, and mole-fee.

AVERAGE Prices in the Zante Market during the Year 1874.

| Quality.         | Per Bushel. |
|------------------|-------------|
|                  | s. d.       |
| Taganrog .. .. . | 8 0         |
| Ismail .. .. .   | 7 8         |
| Galatz .. .. .   | 7 2         |
| Cornovi .. .. .  | 6 8         |

*Coal*.—2,529 tons have been imported during the year 1874, value 3,744*l*., which were disposed of as steam coal, Cardiff at from 2*l*. 5*s*. to 2*l*. 7*s*. 6*d*.; Newcastle from 2*l*. to 2*l*. 12*s*. 6*d*.; and Scotch from 1*l*. 17*s*. 6*s*. to 2*l*. per ton.

*Codfish*.—27,818 quintals have been imported during the year 1874, value 28,760*l*., against 29,468 quintals, value 30,430*l*. in the preceding year. It is liable to a duty of 1*l*. 11*s*. 8*d*. per 1,000 lbs.

Since January 1st, 1875, the road tax of 1 per cent. on the value of the duty of all the import and export articles has been abolished.

Exchange on London at three months' date during the year 1874 has varied from 4s. 1 $\frac{3}{4}$ d. to 4s. 3d. per dol.

### INDUSTRY.

*Soap Factory.*—The chief factory existing in this place is that of soap; part is used for local consumption, and the rest is exported to Turkey, Austria, Russia, and sister islands.

*Spirit* is distilled from bad and sour wine and damaged or putrefied currants; the annual value cannot be ascertained, depending entirely on the good or bad wine and currant crops.

*Silk.*—There is but one factory, and the trade is very limited, owing to the owners being obliged to bring the raw silk from abroad, which does not answer their purposes.

*Earthen.*—Bricks, tiles, and jugs are made; from these, besides the necessary local consumption, a large quantity are exported to Turkey and sister islands.

*Oil Works.*—Two steam engines extracting the oil from the olive husks, the former gives about 4,500 barrels of oil per annum, and the latter 3,000 barrels. The owners have lately commenced using it all in making soap, which they send weekly to Tesselonica in large quantities.

*Flour Steam Mills.*—Two, the one grinding about 500 bushels of grain per diem, and the other 300 bushels.

### ROADS.

Both the county and town roads are out of repair, and most of them in rainy weather are impassable.

### PUBLIC INSTRUCTION.

Two evening schools, rather for adults, have been opened, which are well attended by the working classes who are supplied with the necessary books by the committees of said schools, which are supported by voluntary contributions.

### NAVIGATION

Four vessels belong to this port, and some boats, which latter are employed in the coasting trade, consequently the imports and exports are carried out by vessels belonging to the other ports of Greece and by foreign shipping, viz., English chiefly, Austrian, Italian, French, Russian, and Ottoman, as also by the Austrian Lloyd's steamers and Greek Steam Navigating Company.

RETURN of British Shipping at the Port of Zante in the Year 1874.

|            |       | Sailing<br>Vessels. | Tons. | Steamers. | Tons.  | Total<br>Number<br>of Vessels. | Total<br>Tonnage. |
|------------|-------|---------------------|-------|-----------|--------|--------------------------------|-------------------|
| Entered    | .. .. | 28                  | 3,580 | 25        | 22,531 | 53                             | 26,111            |
| Cleared .. | .. .. | 28                  | 3,310 | 25        | 22,531 | 53                             | 25,841            |

RETURN of Foreign Shipping that Entered to, and Cleared from, the  
Port of Zante during the 1874.

## ENTERED.

| Nationality.   | Sailing<br>Vessels. | Tons.  | Steamers. | Tons.  | Total<br>Number<br>of Vessels. | Total<br>Number of<br>Tonnage. |
|----------------|---------------------|--------|-----------|--------|--------------------------------|--------------------------------|
| Greek .. ..    | 371                 | 33,361 | 150       | 96,786 | 521                            | 130,147                        |
| Austrian .. .. | 15                  | 1,442  | 105       | 66,011 | 120                            | 67,453                         |
| Italian .. ..  | 28                  | 3,499  | ..        | ..     | 28                             | 3,499                          |
| Ottoman .. ..  | 31                  | 3,495  | ..        | ..     | 31                             | 3,495                          |
| German .. ..   | 1                   | 107    | ..        | ..     | 1                              | 107                            |
| French .. ..   | ..                  | ..     | 3         | 803    | 3                              | 803                            |
| Russian .. ..  | 14                  | 2,630  | ..        | ..     | 14                             | 2,630                          |
| Dutch .. ..    | 1                   | 119    | 2         | 1,155  | 3                              | 1,274                          |
| Swedish .. ..  | 2                   | 256    | ..        | ..     | 2                              | 256                            |

## CLEARED.

| Nationality.   | Sailing<br>Vessels. | Tons.  | Steamers. | Tons.  | Total<br>Number<br>of Vessels. | Total<br>Number of<br>Tonnage. |
|----------------|---------------------|--------|-----------|--------|--------------------------------|--------------------------------|
| Greek .. ..    | 371                 | 33,361 | 150       | 96,786 | 521                            | 130,147                        |
| Austrian .. .. | 17                  | 1,805  | 105       | 66,011 | 122                            | 67,816                         |
| Italian .. ..  | 28                  | 3,497  | ..        | ..     | 28                             | 3,499                          |
| Ottoman .. ..  | 30                  | 3,279  | ..        | ..     | 30                             | 3,279                          |
| German .. ..   | 1                   | 107    | ..        | ..     | 1                              | 107                            |
| French .. ..   | ..                  | ..     | 3         | 803    | 3                              | 803                            |
| Russian .. ..  | 14                  | 2,630  | ..        | ..     | 14                             | 2,630                          |
| Dutch .. ..    | 1                   | 119    | ..        | ..     | 1                              | 119                            |
| Swedish .. ..  | 2                   | 256    | ..        | ..     | 2                              | 256                            |

Including the regular line of Austrian Lloyd's steamers and Greek Steam Navigating Company, the former plying between Trieste and the Levant ports and the latter running between Piræus and the other Greek ports.

Zante, March 31, 1875.



## ITALY.

## ANCONA.

*Report by Vice-Consul Tomassini on the Trade and Commerce of Ancona for the Year 1874.*

BRITISH trade in 1874 shows an increase of thirteen ships over 1873; there is, however, a decrease in tonnage of 1,642 tons in comparison with last year. That is explained by the fact of more sailing ships having arrived in 1874 than 1873. In imports, we have an increase of 60,591*l.* sterling, and exports 37,751*l.* sterling.

The cause of increase of exports is principally due to the speculation attempted by a few local merchants prior to the abolition of the Porto Franco at Civita Vecchia.

Upon the abolition of the Porto Franco in Ancona some years ago, the Minister of Finance made arrangements with the local commercial community for the receipt of a fixed sum of money in consideration of all goods then in deposit, to be taken as duty paid. Under the impression that precisely the same would be done to Civita Vecchia, speculators sent large deposits to that port, but the Ministry would not accept of any compromise in the matter, and consequently a great part of the goods had to return to Ancona, entailing serious losses to the parties interested.

A local newspaper writes as follows with reference to the trade of Ancona:—

“Every day we hear our merchants complain of our import and export trade being on the decline. We agree that, generally speaking, in the way of exports, our trade has decreased for the following reasons: our bread stuffs, which formed some time ago the principal exports for foreign markets, are now required to aliment the less fruitful provinces of the kingdom. Building timber, in consequence of whole forests being cleared away, has become a small item of export, and, therefore, other qualities are sought after which we do not possess.

“However, to be candid, we have shown very little energy in trying to provide for this difficulty, the local circumstances and very little industrial spirit being the real causes. We limit our exportations to lamb skins, raw and refined Tartar, and a few other articles of minor importance. What we require is the spirit of association and the union of capital and mercantile knowledge if we wish our trade to prosper.

“With reference to the import trade, it has undergone a transformation, not a decrease, it has followed the general rule, the consumption has kept pace with the production.

“A short time ago, colonials were imported from Trieste, now our merchants forward their orders direct to London, Liverpool, Marseilles, and Hamburgh, and even to the places of origin.

“The trade in hides has become very important, and is very creditable to those merchants engaged in it, for the reason that Ancona

being unprovided with commercial credit banks, the merchants were left to their own resources.

"Many persons not seeing the port of Ancona full of sailing ships, are under the impression that trade is decreasing, this is a proof of the transformation, steam has taken the place of sailing ships, and what required days to effectuate, is now done in a few hours. Consequently the activity appears less, but in reality it is more."

### RETURN of British Shipping at the Port of Ancona in the Year 1874.

*Direct Trade in British Vessels from and to Great Britain and British Colonies.*

[illegible]

*Indirect or Carrying Trade in British Vessels from and to other Countries.*

[illegible]

## RETURN of the Imports at the Port of Ancona in the Year 1874.

| Names of Articles. | Foreign Weights or Measures. | From Italy. |           | From Austria. |           | From England. |           | From Greece. |         | From Turkey. |           | From Holland. |           | From America. |           | Total.           |                  |                |                |
|--------------------|------------------------------|-------------|-----------|---------------|-----------|---------------|-----------|--------------|---------|--------------|-----------|---------------|-----------|---------------|-----------|------------------|------------------|----------------|----------------|
|                    |                              | Quantities. | Value.    | Quantities.   | Value.    | Quantities.   | Value.    | Quantities.  | Value.  | Quantities.  | Value.    | Quantities.   | Value.    | Quantities.   | Value.    | Foreign Weights. | English Weights. | Foreign Money. | English Money. |
| Glass wares        | Kilos.                       | 97,540      | 102,711   | 208,103       | 207,619   | 137,973       | 203,830   | ...          | ...     | ...          | ...       | ...           | ...       | ...           | ...       | 305,643          | 306              | 310,330        | 11,494         |
| Dye stuffs         | "                            | 51,389      | 71,632    | 98,678        | 131,611   | 137,973       | 203,830   | ...          | ...     | ...          | ...       | ...           | ...       | ...           | ...       | 278,040          | 278              | 412,123        | 15,264         |
| Coffee             | "                            | 227,598     | 618,815   | 23,128        | 60,915    | 152,316       | 314,816   | 5,655        | 14,111  | ...          | ...       | ...           | ...       | ...           | ...       | 408,695          | 409              | 1,008,657      | 34,765         |
| Dry fish           | "                            | 636,142     | 414,930   | 19,739        | 18,607    | 8,239         | 8,940     | ...          | ...     | ...          | ...       | ...           | ...       | ...           | ...       | 1,066,070        | 1,066            | 764,242        | 28,305         |
| Pepper             | "                            | 83,143      | 92,614    | 74,102        | 101,014   | 33,702        | 61,619    | ...          | ...     | ...          | ...       | ...           | ...       | ...           | ...       | 165,947          | 166              | 255,247        | 9,454          |
| Sugar              | "                            | 722,997     | 783,515   | 156,511       | 186,600   | 22,539        | 28,350    | ...          | ...     | ...          | ...       | 2,242,071     | 338,650   | ...           | ...       | 3,144,438        | 3,144            | 1,337,235      | 49,157         |
| Petroleum          | "                            | 433,628     | 313,171   | 2,200         | 1,860     | ...           | ...       | ...          | ...     | ...          | ...       | ...           | ...       | ...           | ...       | 3,735,914        | 3,737            | 3,178,171      | 111,710        |
| Bitumen            | "                            | 86,615      | 87,691    | 23,201        | 23,011    | 22,088        | 22,940    | 83,620       | 31,721  | ...          | ...       | ...           | ...       | ...           | ...       | 1,677,524        | 1,688            | 1,655,363      | 6,120          |
| Manufactures       | "                            | 1,059,973   | 1,237,311 | 34,512        | 53,917    | 960,350       | 1,462,925 | ...          | ...     | ...          | ...       | ...           | ...       | ...           | ...       | 2,554,833        | 2,055            | 2,800,153      | 101,043        |
| Hides              | "                            | 1,514,715   | 1,816,970 | 154,185       | 241,213   | 50,399        | 91,618    | 2,337        | 6,341   | 93,284       | 117,390   | ...           | ...       | ...           | ...       | 1,814,970        | 1,815            | 2,273,632      | 84,209         |
| Metals             | "                            | 1,705,070   | 614,110   | 271,525       | 105,412   | 1,225,715     | 697,930   | ...          | ...     | ...          | ...       | ...           | ...       | ...           | ...       | 32,021,311       | 3,202            | 1,407,452      | 52,123         |
| Wrought iron.      | "                            | 185,037     | 68,713    | 58,640        | 37,610    | 2,632,606     | 1,317,000 | 4,088        | 7,615   | ...          | ...       | 4,239,862     | 2,115,640 | ...           | ...       | 7,164,233        | 7,164            | 3,546,580      | 131,355        |
| Machinery          | "                            | 52,323      | 76,909    | 1,017         | 5,860     | 417,842       | 218,611   | ...          | ...     | ...          | ...       | ...           | ...       | ...           | ...       | 471,182          | 471              | 301,860        | 11,162         |
| Medicinals         | "                            | 232,151     | 97,955    | 44,912        | 23,610    | 271,080       | 152,490   | ...          | ...     | ...          | ...       | ...           | ...       | ...           | ...       | 593,143          | 598              | 274,055        | 10,150         |
| Coal               | "                            | 36,000      | 2,100     | 1,180,052     | 70,800    | 40,300        | 539,248   | 060          | ...     | ...          | ...       | ...           | ...       | ...           | ...       | 41,484,191       | 41,484           | 2,490,960      | 93,221         |
| Spirits            | "                            | 511,154     | 933,690   | 563,224       | 814,415   | ...           | ...       | ...          | ...     | ...          | ...       | ...           | ...       | ...           | ...       | 1,074,378        | 1,074            | 1,798,508      | 66,611         |
| Wines              | "                            | 2,725,094   | 91,611    | 4,154         | 18,617    | ...           | ...       | ...          | ...     | ...          | ...       | ...           | ...       | ...           | ...       | 2,757,455        | 2,757            | 195,570        | 7,243          |
| Wheat              | "                            | 1,095,035   | 394,816   | 5,941         | 187,912   | ...           | ...       | ...          | ...     | ...          | ...       | ...           | ...       | ...           | ...       | 2,297,186        | 2,295            | 802,335        | 29,716         |
| Maize              | "                            | 1,370,697   | 211,614   | 2,058,830     | 416,914   | ...           | ...       | ...          | ...     | ...          | ...       | ...           | ...       | ...           | ...       | 9,297,711        | 9,293            | 1,622,187      | 60,081         |
| Tobacco            | "                            | 2,982       | 6,515     | ...           | ...       | ...           | ...       | ...          | ...     | ...          | ...       | ...           | ...       | ...           | ...       | 172,259          | 172              | 483,132        | 18,079         |
| Salt               | "                            | 103,924     | 117,690   | 12,135        | 51,619    | 3,825         | 27,611    | ...          | ...     | ...          | ...       | ...           | ...       | ...           | ...       | 119,834          | 120              | 196,920        | 7,293          |
| Saltstony          | "                            | 107,283     | 51,514    | 6,339         | 8,115     | 7,103         | 8,995     | ...          | ...     | ...          | ...       | ...           | ...       | ...           | ...       | 120,730          | 121              | 68,624         | 2,171          |
| Earthenware        | "                            | 4,228,393   | 317,800   | 983,135       | 86,212    | ...           | ...       | ...          | ...     | ...          | ...       | ...           | ...       | ...           | ...       | 5,909,528        | 5,210            | 404,102        | 14,967         |
| Charcoal           | "                            | ...         | ...       | ...           | ...       | ...           | ...       | ...          | ...     | ...          | ...       | ...           | ...       | ...           | ...       | ...              | ...              | ...            | ...            |
| Total value        | "                            | ...         | 8,623,529 | ...           | 2,858,948 | ...           | 7,030,825 | ...          | 141,517 | ...          | 1,811,881 | ...           | 2,454,290 | ...           | 3,184,865 | ...              | ...              | 26,110,855     | 963,693        |

## RETURN of the Exports at the Port of Ancona in the Year 1874.

| Names of Articles.    | Foreign Weights or Measures. | To Italy.   |            | To Austria. |         | To England. |         | To Greece.  |        | To Egypt.   |         | To Turkey.  |         | To France.  |        | Total.           |                  | Value.         |                |
|-----------------------|------------------------------|-------------|------------|-------------|---------|-------------|---------|-------------|--------|-------------|---------|-------------|---------|-------------|--------|------------------|------------------|----------------|----------------|
|                       |                              | Quantities. | Value.     | Quantities. | Value.  | Quantities. | Value.  | Quantities. | Value. | Quantities. | Value.  | Quantities. | Value.  | Quantities. | Value. | Foreign Weights. | English Weights. | Foreign Money. | English Money. |
| Fish...               | Kilos.                       | 746,824     | 410,114    | ...         | ...     | ...         | ...     | 1,647       | 1,015  | ...         | ...     | ...         | ...     | ...         | ...    | ...              | ...              | ...            | ...            |
| Fruit...              | "                            | 106,745     | 91,328     | 51,209      | 71,315  | ...         | ...     | ...         | ...    | 1,749       | 1,193   | 8,442       | 4,226   | ...         | ...    | ...              | ...              | ...            | ...            |
| Timber...             | Pieces                       | 6,080       | 486,100    | 80          | 6,000   | 172         | 12,900  | ...         | ...    | 14,780      | 10,618  | 3,216       | 2,711   | ...         | ...    | ...              | ...              | ...            | ...            |
| Walnut wood...        | "                            | 6,990       | 119,800    | ...         | ...     | 816         | 16,320  | ...         | ...    | ...         | ...     | ...         | ...     | ...         | ...    | ...              | ...              | ...            | ...            |
| Railway sleepers...   | Number                       | 6,060       | 25,300     | ...         | ...     | ...         | ...     | ...         | ...    | 16,146      | 80,730  | ...         | ...     | ...         | ...    | ...              | ...              | ...            | ...            |
| Sulphur...            | Kilos.                       | 80,052      | 32,000     | 10,000      | 4,000   | ...         | ...     | ...         | ...    | ...         | ...     | 3,479       | 1,280   | 200,000     | 80,000 | ...              | ...              | ...            | ...            |
| Building materials... | "                            | 2,238,676   | 189,970    | 738,469     | 63,911  | ...         | ...     | ...         | ...    | ...         | ...     | ...         | ...     | ...         | ...    | ...              | ...              | ...            | ...            |
| Leather...            | "                            | 783,464     | 655,414    | 36,733      | 83,107  | 63,703      | 148,310 | ...         | ...    | ...         | ...     | ...         | ...     | ...         | ...    | ...              | ...              | ...            | ...            |
| Lamb skins...         | Number                       | 3,210,790   | 319,770    | 16,772      | 39,430  | 24,220      | 60,550  | ...         | ...    | ...         | ...     | ...         | ...     | ...         | ...    | ...              | ...              | ...            | ...            |
| Metals...             | Kilos.                       | 4,245,466   | 1,610,314  | 241,313     | 197,695 | ...         | ...     | ...         | ...    | ...         | ...     | ...         | ...     | ...         | ...    | ...              | ...              | ...            | ...            |
| Vegetables...         | "                            | 1,950       | 8,006      | 9,999       | 21,711  | ...         | ...     | ...         | ...    | ...         | ...     | ...         | ...     | ...         | ...    | ...              | ...              | ...            | ...            |
| Fine arts...          | "                            | 78,090      | 47,611     | 1,025       | 2,118   | ...         | ...     | ...         | ...    | ...         | ...     | ...         | ...     | ...         | ...    | ...              | ...              | ...            | ...            |
| Medicinals...         | "                            | 1,546,770   | 41,785     | 90,864      | 37,310  | ...         | ...     | ...         | ...    | ...         | ...     | ...         | ...     | ...         | ...    | ...              | ...              | ...            | ...            |
| Wheat...              | "                            | 9,867,122   | 1,659,327  | ...         | ...     | ...         | ...     | ...         | ...    | ...         | ...     | ...         | ...     | ...         | ...    | ...              | ...              | ...            | ...            |
| Maize...              | "                            | 105,734     | 210,800    | 6,929       | 7,300   | ...         | ...     | ...         | ...    | ...         | ...     | ...         | ...     | ...         | ...    | ...              | ...              | ...            | ...            |
| Hemp...               | "                            | 80,447      | 162,000    | 5,869       | 12,600  | ...         | ...     | ...         | ...    | ...         | ...     | ...         | ...     | ...         | ...    | ...              | ...              | ...            | ...            |
| Yarn...               | "                            | 157,552     | 614,250    | 5,588       | 21,840  | ...         | ...     | ...         | ...    | ...         | ...     | ...         | ...     | ...         | ...    | ...              | ...              | ...            | ...            |
| Wool...               | "                            | 2,107,800   | 491,660    | 14,088      | 24,910  | ...         | ...     | ...         | ...    | ...         | ...     | ...         | ...     | ...         | ...    | ...              | ...              | ...            | ...            |
| Colonials...          | "                            | 186,968     | 108,732    | ...         | ...     | ...         | ...     | ...         | ...    | ...         | ...     | ...         | ...     | ...         | ...    | ...              | ...              | ...            | ...            |
| Furniture...          | "                            | 1,507,099   | 1,231,350  | 3,405       | 7,120   | 2,094       | 2,094   | ...         | ...    | ...         | ...     | ...         | ...     | ...         | ...    | ...              | ...              | ...            | ...            |
| Manufactures...       | "                            | 32,333      | 25,840     | 30,770      | 24,640  | ...         | ...     | ...         | ...    | ...         | ...     | ...         | ...     | ...         | ...    | ...              | ...              | ...            | ...            |
| Money...              | "                            | ...         | ...        | ...         | ...     | ...         | ...     | ...         | ...    | ...         | ...     | ...         | ...     | ...         | ...    | ...              | ...              | ...            | ...            |
| Total value           | ...                          | ...         | 10,143,321 | ...         | 639,615 | ...         | 486,588 | ...         | 82,208 | ...         | 176,394 | ...         | 189,757 | ...         | 80,000 | ...              | ...              | 11,798,914     | 436,933        |







No. 4.—RETURN of Shipping of each Nation employed in the Coasting Trade at Ancona in the Year 1874.

## ENTERED.

| Nationality of Vessels. |    |    |    | Vessels. | Tons.  | Crews. |
|-------------------------|----|----|----|----------|--------|--------|
| Italian                 | .. | .. | .. | 305      | 31,629 | 2,645  |
| Austrian                | .. | .. | .. | 317      | 38,119 | 2,995  |
| Total                   | .. | .. | .. | 622      | 69,748 | 5,640  |

## CLEARED.

| Nationality of Vessels. |    |    |    | Vessels. | Tons.  | Crews. |
|-------------------------|----|----|----|----------|--------|--------|
| Italian                 | .. | .. | .. | 310      | 31,892 | 2,731  |
| Austrian                | .. | .. | .. | 296      | 37,691 | 2,515  |
| Total                   | .. | .. | .. | 606      | 69,583 | 5,246  |

Ancona, June, 28, 1875.

## FLORENCE.

*Report by Consul Colnaghi on the Yield of Cocoons in Italy in 1874.*

It was thought that the yield of cocoons in Italy in 1874 would be exceedingly abundant. To the persistent cold which delayed the growth of vegetation, prolonging the existence of the worms, no importance was attached; indeed, it was considered rather favourable than otherwise, until a sudden change of temperature impelled the worms to spin prematurely before their strength was equal to the work, the result being that the cocoons were generally light or ill-finished.

According to one authority\* the Italian yield of cocoons in 1874 may be estimated at 4,231,000 myriagrams, the yield for 1873 being calculated at 3,439,100 myriagrams.† The product in raw silk was taken at 2,860,000 kilos. in 1874, as against 2,336,000 kilos. in 1873.

The yield of 1874, therefore, showed an increase in weight over that of the previous year of about 23 per cent., and of product in silk of 22 per cent.

By another authority‡ the following results are arrived at:—

If the cocoons could be counted, the increase for 1874 over 1873 might be 40 per cent.; by measure, 25 to 30 per cent.; by weight, 15 to 20 per cent. The product in silk will not exceed from 10 to 15 per cent.

Having thus noted the general aspect of the yield throughout the country, I will now refer to the districts within my consulate, from which I have been able to obtain further details; first premising that the information received from Lombardy is entirely due to the exertions of Mr. Vice-Consul Kelly (Milan), who was favoured, as usual, with the friendly assistance of the Commendatore Pisani, Secretary of the Chamber of Commerce of Milan, as well as of other gentlemen connected with the silk trade.

*Lombardy.*—The yield of cocoons in this region was calculated at about 1,900,000 myriagrams in 1874, as compared with 1,500,000 myriagrams in 1873.

In 1873 the average price of cocoons on the Lombard markets—terminating with a fall—was 6 lire 90 c. per kilo. In 1874—closing with a rise—the average was 4 lire 10 c. per kilo.

The regulated average of the Chamber of Commerce of Milan in 1873 was 6 lire 81 c.; in 1874, 4 lire 20 per kilo.

The eggs cultivated in Lombardy in 1873–74 were, for the most part, imported from Japan. There were reared, however, about

\* The "Syndicate of Silk Merchants of Lyons Union," quoted in the "Economista d'Italia," of May 16, 1875. In this calculation only 1,800,000 myriagrams are allowed for Lombardy, while, according to the Chamber of Commerce of Milan, the yield was 1,900,000 myriagrams of cocoons.

† In my report of last year on this subject, the yield for all Italy was calculated at 3,100,000 myriagrams. These diversities of opinion suffice to show the inexactness of the estimates on which they are based.

‡ "Sole," commercial newspaper of Milan, July 4, 1874; article by Mr. V. Ferri.

400,000 Milanese ounces (of 27 grammes each) of eggs, which were nearly all green Japanese\* reproductions.

In the Milanese, two qualities of selected eggs produced in the country are cultivated. The one superior, termed "cellular," which sells at from 16 lire to 20 lire per ounce, the other, "industrial," selling at from 9 lire to 10 lire per ounce. These are produced by the Cavaliere Susani, at his important establishment at Albiate, noticed further on. Other proprietors also devote themselves to this industry, selling the eggs produced at from 6 lire to 8 lire per ounce.

The average price of the Japanese imported cards (containing from 23 grammes to 25 grammes of eggs) was 26 lire in 1873, and 24 lire in 1874. The increase in the quantity of eggs produced in Italy may be seen from the fact that in 1875 the Japanese cards fell to 8 lire and under; a large number being sold at less than cost price, and a considerable quantity not having been sold at all.† There seems to be no doubt but that the silkworm disease (petrina) has reached Japan, as the eggs imported thence are now generally unhealthy and infested with corpuscles—the signs of sickness.‡

*Piedmont.*—The yield of cocoons in Piedmont for 1874 may be calculated at one-fourth more than in 1873; the qualities produced were better and there was a small quantity of yellow (Italian) cocoons. The average price per kilo. was 4 lire 50 c., and 5 lire in the province of Cuneo.

The yield in silk was from 8 per cent. to 10 per cent. more than in the previous year.

The same number of Japanese cards were imported as in 1873, except for the Bivoltines. Their cost was 25 lire to 30 lire.

No official returns of the yield of 1874 have been published by the Chamber of Commerce of Turin.

*Tuscany.*—From Tuscany the information that I have been able to obtain is very meagre. The quality of the yield is said to have been good; its composition, seven-eighths of native breeds and one-eighth Japanese. The yield in silk was from 8 to 10 per cent. more than that of 1873. The prices of cocoons were, however, lower, so that the profit to cultivators appears to have been less, although from the returns of the sales on the markets of Florence, Siena, and Arezzo the amount of the yield may be considered as larger in 1874 than in 1873.

*Production of Grain in Italy.*—Great attention is being paid in Italy, as I have already noticed in previous reports, to the restoration of the native breeds of silkworms, and, as it appears, with every hope of success. Government stations for microscopic examination are established in various provinces, and private individuals are not behind-hand in experimental studies, which, in some cases, have assumed an important industrial aspect.

At Albiate, in the province of Milan, there exist the important Cascina Pasteur for the production of silkworms' eggs (grain), founded (about 1868-69) and conducted by Mr. Guido Susani, who has kindly furnished Mr. Kelly with the following information on the subject:—

The Cascina Pasteur has been continually increasing its production of grain under cellular selection, and in 1874 furnished 18,000 ounces

\* That is grain of the Japanese breed produced from moths born in Italy.

† From Turin I learn that the price of Japanese cards in 1875, which was 10 lire the beginning of the season, fell in the month of May to 1 lire: a similar fall took place in Tuscany.

‡ "Pungolo," Milan paper, June 4, 1875. Report of a trial held at Milan with reference to the sale of infected Japanese cards—Biraghi v. Ariente.



(of 25 grammes each) of eggs, a quantity that could be greatly increased on the receipt of early commissions.

Microscopic examination of the moths, and not of the eggs, is the foundation of the system of selection. While, however, this examination is a certain safeguard against the corpuscular disease, or, as it is usually termed in Italy, "la petrina," it is of no avail against other sicknesses. Here the remedy is found in a series of physiological selections, costing both time and money, and requiring more than two years to be certain of effect.

Mr. Susani has obtained equally good results with regenerated Italian breeds as with the green and white Japanese, which he has reproduced for the last seven years without requiring to renew the stock from Japan. In Lombardy these Japanese reproductions are preferred, and are the only ones generally used. They have given of late better results than the Japanese cards, which are found every year to be more and more infected with disease.

In Central Italy the yellow Italian breeds are more usually cultivated. These, when ill attended and the season is unfavourable, suffer from "flaccidezza,"\* and this is why the Lombard peasants prefer the cellular selections of the more hardy green Japanese race.

Among the Italian breeds Mr. Susani prefers the old "Brianzola" and the "Biona," which he has regenerated, for hill cultivation, or at least for dry localities, and where sufficient care is taken; for the lowlands he prefers a commoner quality.

On a smaller scale than Mr. Susani's, but very complete in its arrangements, is an establishment in the immediate neighbourhood of the small town of Anghiari, in the province of Arezzo (Tuscany), overlooking the Val Tiberina, and founded by Count Polidori and Co. three years ago, also for the special purpose of producing silkworms' eggs for sale. I recently had an opportunity of visiting this establishment. A convenient two-storied building has been erected in a garden in which a plantation of young mulberry trees is growing. The rooms in which the silkworms are reared are light, airy, and well ventilated; the open fireplaces are of brick, and by a simple system of tubes communicating with the outer air a constant supply of fresh air, warmed in its passage through the stoves, is brought into the rooms, the foul air being carried away by means of ventilators. Light wooden frames are raised in each room, leaving sufficient space for the attendants to walk round them. On the frames trays are laid in rows, each tray measuring 75 square centimetres; the height between the rows of trays is 55 centimetres. To rear one ounce of eggs 72 trays are required—*i.e.*, a superficial area of 56 square metres—and they may be placed in a small space if it is well aired. The bottoms of the trays are of string, over which a piece of white gauze is laid to support the worms. Twenty-six microscopes are in use to examine the moths. Harnack's small model, of 560 diameters, with No. 8 magnifier and No. 4 eyepiece, is considered the most suitable; the cost is 4*l*. Sixty women are in constant employment, varying according to the season, in examining the moths or rearing the worms.

The system of microscopic selection used in Italy is that of Pasteur, modified slightly, I believe, by the experiments of Cornalia and Cantoni.†

\* A malady interfering with the functions of the digestion and resulting in atrophy.

† I would take this opportunity of noticing an interesting little work on the silkworm by Professor Tito Neuci, Director of the Government Bacological Station at Arezzo, called, "Intorno ai Bachi da Seta specialmente avuto riguardo alle malattie Dominanti Petrina e Flaccidezza; 2da edizione, Firenze, Barbèra, 1874."

The moths (male and female) themselves, carefully selected, are placed in a small gauze bag, where they couple—the female depositing her eggs—and die. After death they are taken out of the bag, the wings carefully stripped off and the bodies pounded, with a little water, in a small porcelain or glass mortar. If on examination under a microscope no signs of corpuscles are found, the eggs are considered healthy. The examination of the eggs themselves is not required, being superfluous if the moths are healthy, and useless when they are not, as the germs of the disease may be contained undeveloped in an apparently sound egg.

The healthy eggs are suspended in the little bags in a cool and airy place. For the due hatching of the worms in the following spring, it appears to be absolutely necessary for the eggs during the winter to be exposed to the influence of frost, or at the least of a certain degree of cold.

Count Polidori and Co. rear enough worms to produce 3,000 ounces (of 28 grammes each) of grain, for which about 270,000 couple of moths have to be examined under the microscope.

The breed of worms at present obtaining the preference at the Anghiari establishment is the French Rousillon, which produces a small but compact and well-made cocoon, constricted in the middle, yellow in colour, with a slight roseate hue. The silk is elastic and lucid. This cocoon resembles that of the well-known Brianza breed, of which it is probably a descendant.

The yellow Tuscan breed, although it has been preserved in the province throughout the silkworm disease, is said to be weakly; the cocoons do not spin well.

The Novi breed (white cocoon) yields a beautiful silk.

A race of worms from Sardinia, with a roseate cocoon, was of good promise; as also a French breed from the Var, of striped worms, and producing a nankin-coloured cocoon.

With reference to the product of the various breeds, I am informed that, on an average, 1 ounce of Japanese grain yields from 16 to 20 kilos.\* of green cocoons; 1 ounce of Japanese grain, reproduced in Italy, yields from 40 to 45 kilos. of green cocoons; 1 ounce of Italian grain yields about 60 kilos. of yellow cocoons; 1 ounce of French striped breed (Var) yields about 35 kilos. of nankin cocoons; and 1 ounce of Roussillon yielded last year 80 to 85 kilos. of yellow (roseate tinted) cocoons, but this was a maximum, and cannot be taken as the average.

With regard to the weight of the cocoons, 650 Japanese cocoons (green) weigh 1 kilo., and 400 Italian cocoons (yellow) weigh 1 kilo.

As I understand that the silk husbandry is beginning to be an object of interest in some of our colonies, I have thought it worth while to abstract a few hints on the breeding of silkworms, contained in a little pamphlet published in 1872 by Dr. Lepori, managing director of the establishment under notice, of which the pith is cleanliness, equable temperature, fresh air, and constant attention.

*Preliminary Remarks.*—The room in which the worms are to be bred must be clean, wholesome, and well ventilated. Fresh air is as necessary to their existence as the leaves on which they feed. The precise nature of the framework on which the trays to hold the worms are placed is a matter of indifference. It should be light and capable of being easily taken to pieces.

\* The above average seems rather low, and may perhaps denote a falling off in the Japanese breed. In 1869, the average yield in Piedmont was calculated at from 25 to 30 kilos. per ounce of 28 grammes.

The first thing at the beginning of the season is for the whole apparatus to be thoroughly disinfected. The best mixture for the purpose is composed as follows:—

|                          |        |
|--------------------------|--------|
| Oxide of manganese .. .. | 1 part |
| Common salt .. ..        | 2 "    |
| Sulphuric acid .. ..     | 2 "    |
| Water .. ..              | 2 "    |

The various utensils being collected, mix the oxide of manganese and salt in an earthenware vase, add the sulphuric acid and water, place a lighted lamp underneath, and, the doors and windows being tightly closed, leave the whole for twenty-four hours. After which open the room and allow the fresh air to penetrate freely day and night.

*Articles required.*—A small candle lantern suspended to a sharp iron, so that it may be stuck into any part of the frame as wanted, is of great use. A leaf cutter, with a moveable screw to regulate the size of the cut leaves, is also to be recommended; while a thermometer is indispensable.

*The Hatching.*—The first point to be considered is the healthiness of the grain, which, as already explained, should be obtained by cellular selection and microscopic examination; the second, its regular incubation, the most delicate operation of all and demanding peculiar care. Small parcels, for experiments, may be hatched in the "Orlandi" incubator, in which the temperature is regulated by means of a spirit lamp, but for industrial purposes this system would not be possible, and the following plan may be adopted:—

When the proper moment has arrived (from the beginning to the middle of May in Italy), raise the temperature of the room in which the worms are to be bred to 14° Réaumur, and lay the eggs gently on a clean cloth, being careful not to crowd them. For two days keep the temperature at 14°, on the third raise it to 15°, on the fourth to 17°, on the fifth to 18°, and on the sixth and seventh days to 19° or 20°, at which point it is to remain until the worms are hatched, which should be, at the latest, in two days more. During the above period, water the room twice a-day and, in the warmest hours, open the window to renew the air. Be very careful that there are no sudden changes of temperature.

*First Age.*—When the worms are hatched, the temperature may be lowered to 16°. They must be carefully placed on the trays, so that the yield of 1 ounce (28 grammes) of grain may occupy 1 square metre of space. The question of room is an important one, as crowded worms must inevitably die of suffocation. The worms must be fed six times in the twenty-four hours with fresh leaves, finely cut, for which, in the absence of a cutter, a well sharpened knife is better than a pair of scissors. The beds in this and in every succeeding age must be changed daily. This is done by placing fresh food on open gauze or net, through the interstices of which the worms will climb. Every day, during the warmest hours, open the doors and windows to change the air, only endeavouring to avoid strong draughts directly on the worms. Once a day, at least, water the floor slightly and sweep it without raising the dust.

*The First Sleep,* and casting the skin takes place six or seven days after birth. The worms lose their appetites, their heads increase in size, they remain motionless, assuming a waxy appearance. As they fall asleep, food must be given sparingly and only to those still moving. When all are still, they must no longer be fed. The temperature of the room must not be increased. The lethargy lasts twenty-four hours.



*Second Age.*—As the worms awake, feed them with the freshest leaves possible, placed on perforated paper or open gauze laid over the worms, carrying them off gradually, as they climb up, to other beds. The same degree of temperature is required as for the first age, and the same quantity of cut leaves. Open the doors and windows every day, and let the worms occupy 4 square metres of space.

*The Second Sleep* is of the same length and requires the same precautions as the first.

*Third Age.*—Transfer the worms gradually to fresh beds as before. Do not give them less than five meals in the twenty-four hours; the leaves may now be cut rather less finely. Let the temperature still remain at 16° R., and remember that fresh air is life.

The area to be occupied by the worms should not be less than 7 square metres.

*The Third Sleep.*—Same remarks as before.

*Fourth Age.*—Transfer the worms as before, but let the superficial area they cover not be less than 17 square metres. The perforated paper, or gauze, or string net on which the leaves are placed must, of course, be adapted to the increasing size of the worms. The temperature is to be maintained at 16°, R. The leaves, which must be dry and clean, need no longer be cut. By this time, as the season is advancing, the outer air will have attained a certain degree of warmth, and, as long as the thermometer marks 15° or 16° R. in the shade, keep the doors and windows open all day.

*The Fourth Sleep* lasts from thirty to thirty-six hours; same rules as before.

*Fifth Age.*—Perhaps there will now be no necessity to light the fire; in no case, however, let the thermometer fall below 15°. Four abundant meals a-day will suffice. Keep the windows open and only avoid direct draughts. The area now to be occupied by the worms should not be less than 40 square metres. This is the most dangerous period of their existence, a single oversight, insufficiency of air, overcrowding, want of cleanliness, and death by "flaccidezza" may ensue and all your trouble be lost.

*Spinning—the Wood.*—The arrangement of branches or twigs on which the worms are to spin their cocoons, whatever substance may be chosen, broom-straw, shavings, or other, must be open and airy, the number of worms on each branch being limited so that all may be able to spin their cocoons freely. Be careful to give the worms light and air while they spin, as you have given them light and air during their growth.

To resume, the requisites for a successful cultivation are:—

1. Healthy eggs produced by healthy moths.
2. Regular hatching of the worms.
3. Careful rearing by means of constant food, day and night.
4. Equable temperature combined with plenty of fresh air.
5. Sufficient space.
6. Extreme cleanliness.
7. Daily change of the beds.

The room may be watered every day with a weak solution of chloride of lime in water, with a little vinegar.

*Silk Trade.\**—At the close of my last report (for 1873) an improvement was noticed in the silk trade, caused by the belief that the yield of cocoons was more scanty than that of the previous year, and also

\* "Sole," commercial newspaper of Milan, January 16th and July 17th, 1875 articles by Mr. V. Ferri.

that the importation of Asiatic silk into Europe would be less important than usual. In August it was seen, however, that neither of these presumptions would be realized, the period of active business ceased, and there arose a greater reserve in making purchases on the part of manufacturers, with a greater desire to sell on the part of producers. This affected also English holders of Asiatic silk who wished to reduce their stock, and who were followed by French holders of the same article selling at rapidly decreasing prices at the first unfavourable notices, so that Tsatlee 3, which, in 1870-71, was worth 1*l.* 10*s.* to 1*l.* 11*s.* per lb., fell in September and October last to 15*s.* 6*d.* and 16*s.* per lb. A fall in the price of European silks, especially in the inferior qualities, which suffer most from foreign competition, was thus caused. The classic marks fairly maintained previous rates. The prices given for the various qualities of silk would, notwithstanding, have repaid the Italian spinners had the yield of cocoons in silk been equal to that of the previous year, but it was much inferior, especially in the plains.

In November the low prices of Asiatic silks roused speculators, dealers, and manufacturers from their inertness. This was of advantage to Italian industry, as it enabled the first-class throwing mills to be kept at work.

The general stagnation in European silks and the fall in prices continued until nearly the middle of September, when a slightly increased demand arose for thrown and raw silk (chiefly "classic" and "sublime"), the first for manufacturers, who all along had been short of first materials, the second for the throwsters, French as well as Italian, who wanted fine silk to turn into organzine.

From the July quotations for the various articles of Italian produce to the lowest rates at the end of November there was a fall of from 8 to 20 per cent., *i.e.*, from 8 to 12 per cent. for first, and from 12 to 20 per cent. for second qualities.

From the 1st of January, 1875, to the end of June the calm in affairs was continuous, and the fall in prices persistent, no article of European produce being entirely exempt from the general reduction. In the first months of the half-year the lowness in price was the less felt, however, as it was counterbalanced by the agio in the exchange, which was then about 10 or 11 per cent., but as this fell there resulted a difference of from 4 to 5 per cent. on the sales, so that the average depreciation from first to last may be calculated at about 12 per cent.

Among the causes of this state of affairs may be noticed the following:—

The existence of important deposits of Asiatic silks which the crisis in England forced on the market, and their low rates causing them to be preferred to the European silks.

The over-production of silk yarns as compared with the demand.

The absence of all speculation.

The oppressive influence exercised by the manufacturers over producers, and the high price of silk stuffs preventing the development of consumption, which would certainly take place on a larger scale if manufacturers would consent to a reduction of their profits.

In April the rain and cold, which threw back vegetation, led to a hope of a revival in European silk, of short duration, however, as the weather soon assumed a more favourable aspect, and during the month of May it was expected that the yield would be very abundant. The final results, notwithstanding, do not appear to have been altogether satisfactory, either as regards quantity or quality. Under this head I have thought that it might not be without interest to insert here Mr. Ferri's remarks on the yield of cocoons in 1875, contained in the report already quoted above.



## NOTES ON THE YIELD OF 1875.

The first markets for the sale of cocoons were held from the 10th to the 12th of June, when it was found that the yield was not so important as was supposed, and that the quality did not come up to general expectation.

The cocoons at first were bought at high rates, which were soon sensibly modified, not, indeed, on account of the quantity brought to market, but on account of their inferior quality. In general the worms, having been induced by the excessive heat to spin prematurely, were too short lived, the effect being to diminish their silk substance, and lessen their power of spinning a normal cocoon.

The total yield may be calculated as less than that of 1874, both as regards quantity and quality—a decrease which may, perhaps, be roughly estimated at 15 per cent. on the quantity of cocoons, and 10 per cent. on their yield in silk, constituting together a less production of 25 per cent.

The production of silk in Italy was calculated, in 1874, at 2,860,000 kilos.; in 1875 it will not be much above 2,000,000 kilos. In France it is calculated that the silk industry will this year yield a less production by 20 per cent. than last year, so that the quantity of silk, estimated in 1874 at 730,000 kilos., will not in 1875 reach 580,000 kilos. In Spain the production of 1874 was about 140,000 kilos., this year it will not exceed 80,000 kilos.

From the other silk districts of Europe and Asia Minor unfavourable notices with reference to the cocoons have been received, both as regards quantity and quality; so that Salonica, Volo, Anatolia, Adrianople, Greece, to which Georgia and Syria may be added, which in all produced in 1874 950,000 kilos. of silk, will this year yield only 800,000 kilos.

From China, Japan, and the East Indies it seems that the importation will be the same as in 1874.

The following table shows the prices of silk on the market of Milan at fixed dates between the 1st of June, 1874, and the 30th of June, 1875:—



I was on the point of closing my report when I received the following interesting notes on silk culture from Mr. Vice-Consul Kelly. I would remark, however, that the general application of the open-air system of cultivation alluded to by Mr. Kelly is disputed in Italy, among other reasons on account of the rapid changes of temperature to which this climate is liable:—

“The open-air system of cultivation for the production of healthy grain, as practised for some years past by M. Roland at Aube, in Switzerland, has met with signal success. M. Roland’s experience proves that the worm may be born, live, spin its cocoon, and deposit its ova on the tree, the grain itself remaining the whole winter exposed to a temperature of 1·60 degrees Reaumur. M. Roland confines himself exclusively to the production of healthy grain, an operation requiring especial care and attention, much more than is generally given when the cocoons are intended for the spinning mill. It is this healthy grain that has been recently introduced into the colony of Victoria; a first sample consignment from that country reached the market of Milan a few months ago. The Victoria cocoon met with great favour here, and large quantities, had they been obtainable, could have been sold at a price exceeding that given for other qualities. The Victoria or Roland grain is evidently a reproduction from an Italian breed,\* such as was known here before the appearance of disease nineteen years ago. The cocoon is perfect in shape, hard and close-grained, the chrysalis small, an all-important consideration when testing, not only the quality, but also the quantity of silk the cocoon is likely to yield. The actual yield of the Victoria as compared with the Japanese cocoon is as 12 to 15, an additional one-fifth in favour of the former.

“Any new source of production and consequent supply is a matter which must attract attention here, and the attempts now being made in Australia to promote and extend the cultivation of silk are fully commented upon. If the opinions expressed at Milan are adverse to final success, they refer not to the apparent capabilities of Australia to produce silk of a superior quality, but rather to the possibility of the Australian cultivation being able to supply this or other European markets with cocoons, perforated or whole, at sufficiently remunerative prices. The large quantities of cocoons annually shipped in China and Japan to supply the demands of the European market would appear to suggest the contrary opinion. In those two countries, however, labour is plentiful and cheap; the same cannot be said of Australia. The problem might be favourably solved on condition that Australian grain and cocoons should, from their superior quality, command high prices, and thus equalize the difference arising from the above cause. The colony of Victoria appears already to have understood and complied with these conditions; it has now to maintain the vantage ground gained.”

I annex a table of weights and measures used in this report:—

|             |    |    |   |                        |
|-------------|----|----|---|------------------------|
| 1 gramme    | .. | .. | = | 15·4340 grains English |
| 1 kilogram  | .. | .. | = | 2·204 lbs. avoirdupois |
| 1 myriagram | .. | .. | = | 22·04 „                |

The average rate of exchange during 1874 may be taken at 27 lire 75 c. per £ sterling. The temperatures are noted according to Réaumur.

Florence, August 31, 1875.

\* Probably the “Brianza.”

## FLORENCE.

*Report by Consul Colnaghi on the Trade of the Provinces of Siena, Arezzo, Ancona, Forli, Bologna, Ferrara, and the Republic of San Marino, for the Year 1874.*

THE Tuscan provinces of Siena and Arezzo are both agricultural and but little devoted to manufacturing industries. The soil, with the exception, it may be, of some of the larger estates in the low lands, is universally cultivated on the metayer system, and as the farms appear generally to be of a fair size, capable of supporting families numbering from ten to twenty-five, or even more, individuals, the condition of the peasantry is not unprosperous. The less fortunate are the metayers of those small proprietors whose narrow means do not permit them, when the crops fail, to come to the assistance of their partners; the landlord's own position, indeed, is, in this case, the most pitiable. The tendency of heavy taxation would appear to be to do away with the smaller class of landowners.

The principal productions of these provinces are corn, wine, oil, silk, and cattle. They are rich in timber, and contain lignite, tripoli, coloured earths and other mineral products.

I cannot omit a passing mention of the important "Monte dei Paschi" of Siena, founded in 1624 for the purpose of granting loans to agriculturists, landowners, and traders, and giving, I am informed, the first example in Europe of negotiable mortgage bonds (*cartelle fondiari*). This institution has recently been reorganized and its sphere of work extended.

The city of Arezzo, although it has lost its favourable frontier position when the neighbouring province of Perugia formed part of the Papal States, must always maintain a certain importance as a centre to which the products of the rich lands of the Val di Chiana, the Val Tiberina, the Casentino and the Val d'Arno must necessarily converge. No great progress has yet been made in the methods of agriculture, and, with the exception of threshing machines, primitive implements are still in use. A large beetroot sugar factory has, however, recently been established on a former church property in the Val di Chiana.

An interesting industry, which in various parts of Italy is obtaining importance, is the rearing of silkworms with a view to preparing the eggs for sale to cultivators, and thus avoiding the necessity of the large importations from Japan. At Arezzo itself a government establishment is working successfully under the direction of Professor Tito Nenci, and at Anghiari, overlooking the Val Tiberina, Count Polidori and Co. have erected a building admirably adapted for this special purpose, and prepared in 1874 some 3,000 ounces\* of eggs under microscopic selection. A French breed is favourably viewed—the Roussillon—having a small compact cocoon, restricted in the centre yellow with a slight roseate tinge, and greatly resembling the well known Italian Brianza breed, from which, in all probability, it is descended.

From Arezzo I passed rapidly to Ancona, the vice-consulate at which

\* Ounce of 28 grammes.



port has recently been placed under the superintendence of this consulate. Vice-Consul Tomassini carries on the duties of his post, with which he appears to be well acquainted, with activity and intelligence.

Ancona is the only safe port on the coast line of the Adriatic between Venice and Brindisi, and contains a superficial area of about 162 acres. Its condition, however, relative to depth of water has not improved; the excavation of the harbour, which had been commenced, has ceased, and though commodious quays have been built from Trajan's Arch to the bonded warehouses (the old Lazaretto), they are comparatively useless, as ships of a reasonable draught of water (14 feet) are unable to lie alongside.

The principal imports to Ancona from Great Britain are coal, manufactures, metals, and hides. Rangoon rice is also brought from Liverpool. Among the exports are sulphur, tartar, walnut planks, lambskins, &c. The total imports from Great Britain in 1873 amounted to 312,462*l.*, the exports to 23,451*l.*

The total number of British vessels that entered and cleared from the port of Ancona in 1874 was 202, tonnage 220,525, crews 14,276, as compared with vessels 189, tonnage 222,167, crews 13,263, in 1873. The Peninsular and Oriental Company's steamers touch at this port twice a week on their voyage between Venice and Brindisi and back, under contract with the Italian Government. At the expiration of the contract in 1878 it is, however, unlikely that they will continue to call, as they carry no cargoes for Ancona.

The number of British vessels that call at Ancona forms one fourth of the total number of vessels entering and clearing from the port.

Ancona ceased to be a free port in 1872; the loss of this privilege appears to have been advantageous to the town rather than the reverse, as the imports have increased about one fourth since that date. From its situation in the centre of the Adriatic coast line, united by railways with all parts of Europe, Ancona ought to hold a more important position than it does at present; but for this, capital and a spirit of association which has not yet arisen among its inhabitants are required. As it is, from various causes, Ancona has made but little progress since its annexation to the kingdom of Italy. There is no reason, however, why the town should not look forward to a prosperous future.

I would avail myself of this opportunity of mentioning the high terms in which Vice-Consul Tomassini spoke of the readiness of the Prefect, Commendatore De Luca, often at considerable personal inconvenience, to render every assistance in his power for the development of British trade.

From Ancona I proceeded to Rimini in the province of Forli, the principal productions of which are corn and maize, hemp, wine, silk, and sulphur.

During my stay at Rimini, a prosperous little city, beginning to be known as a summer bathing resort, I availed myself of its vicinity to visit the republic of San Marino, of which the capital is placed on the summit of Mount Titano, overlooking the fertile plain, at a distance of some nine miles from the Adriatic.

The territory of the republic contains about twenty-four square miles and a total population of some 8,000 souls. The executive power is exercised by two unpaid consuls or "Capitani Reggenti," elected every six months by, and out of, the Council of Sixty, invested with the sovereign authority. Justice is administered by a commissary of the law, resident in San Marino, criminal cases and appeals being referred to non-resident judges. Order is maintained by an Inspector of Police and eight gendarmes, who, as well as the judges, must be



foreigners, while the protection of the country is confided to the whole male population (with certain exceptions) between the ages of sixteen and fifty-five. The active militia is composed of about 600 men, the remainder forming a reserve.

The revenue of the State is derived in part from a sum of rather more than 800*l.* paid by the Italian Government as a compensation for customs' duties, from the profits derived from the sale of salt and tobacco, and from a few light taxes. The total expenditure, including the elementary schools maintained at the public expense, was informed, was slightly under 4,000*l.*

Agriculture is chiefly in the hands of small proprietors who cultivate their own land; where this is not the case, the metayer system prevails. Trade chiefly consists in the export of an excellent building stone, some cheese, and a little wine, and in the imports required for local uses.

The relations between the republic and the kingdom of Italy have since last year been placed on a satisfactory footing; an arrangement has been made for the extradition of criminals, which appears to be satisfactorily carried out on both sides, and an Italian consul has been appointed to reside in the city of San Marino.

In 1868 some foreign speculators asked permission of the Government of San Marino to open a gaming house on its territory, making many tempting offers of immediate profit and greater expectations. To the honour of the republic the proposal was unhesitatingly rejected.

The sulphur deposits of the Romagna, of lacustrine formation, are situate amid the Sub-Appennine hills; those under work in the province of Forlì and on its borders being spread over a superficial area of about 162 square miles. The total amount of refined sulphur produced in this district in 1874 may have amounted to 28,000 tons, which is likely to be increased in the present year. The number of miners, including carriage men, carters, &c., employed was about 3,000. The sulphur, which is superior in quality to that of Sicily, is largely used in a powdered state for sulphuring vines.

An English company, the Cesena Sulphur (Limited), in 1872 purchased the concessions of several mines in this district, and now appears after various preliminary difficulties, to be on a fair way to success under the able management of Mr. F. Kossuth, C.E., one of the directors.

I was enabled to visit the principal mine belonging to the company—Boratella I—situate some 14 miles south of Cesena, at which over 800 men are at work. The area of the concession is 592 acres. The workings are from 108 to 200 yards in depth. In 1874 the mine yielded 61,936 tons of mineral from which 8,166 tons of black sulphur were produced, and there is every prospect that, in the present year, the production will be from 10,000 tons to 12,000 tons. There are 57 smelting kilns (calcaroni), each of a capacity of over 300 cubic yards (250 cubic metres).

I was much struck with the excellent arrangements of the mine, the lofty, well-ventilated galleries, and the English system of work which has been introduced, not without trouble. The discipline of the miners stands out in contrast to that maintained in other mines, and has been obtained by means of regular payment of wages and just but firm treatment. The position of the foreign managers is, however, one of great responsibility, and not without risk, working as they do in the midst of a hasty and thoughtless population, unaccustomed to control, and but too prone to take summary revenge for wrongs, real or imaginary.

The provinces of Bologna and Ferrara are rich in the production of hemp; the yield of Bologna, of finer quality, is converted into yarns and cloths; the hemp of Ferrara, of strong fibre, is adapted for the manufacture of rope. The total average yield of raw hemp in the two provinces is calculated at from 490,000 cwt. to 550,000 cwt.

At Ferrara an agricultural exhibition was being held in connection with the fêtes in honor of Ariosto and Savonarola. The season of the year precluded any show of agricultural products, but the exhibition of cattle and horses was not without interest; the breed of horses especially marking considerable improvement owing to the introduction of English blood.

Florence, June 28, 1875.

## VENICE.

*Supplementary Report by Consul Smallwood on the Trade and Commerce of the Port of Venice for the Year 1874, and up to August, 1875.*

THE annual statistical tables published by the Chamber of Commerce of the navigation and trade of the port of Venice in the year 1874, although they show, compared with the year 1873, an augmentation of the number and tonnage of the ships which entered the port, and likewise in the weight of the goods imported, manifest a considerable diminution of the total value of the importations, as will be seen by the subjoined tables.

The decrease in the amount of merchandize imported is attributable in some degree to the heavy stocks accumulated at the end of 1873 from the extensive importations of silk, cotton, colonial and other valuable produce, to the temporary cessation of speculative operations consequent to the abolition of the free port and to the fall in prices of approximately 20 per cent. which took place in 1874, of cotton, silk, coffee, and other articles. To these causes may be added the heavy custom-house expenses established by the new regulations on the landing and warehousing of goods imported, which discourage importers and tend to check the progressive increase of trade manifested in the reports of the previous years. These expenses weigh heavily on the transit of goods, and it is feared, if continued, they may cause a diversion of the transit trade in favour of Trieste and Marseilles, depriving Italy of a portion of those advantages which she might otherwise expect from the new lines of steam navigation and accelerated railway communication with the interior countries of Europe. The attention of the principal Chambers of Commerce in Italy is now directed to this important subject, and it is hoped they will obtain from the Government some modifications of the present customs regulations

## COMMERCE.

The total amount of the trade of the port of Venice in the years 1873, 1874 by sea, by land, and by river navigation, was as follows:—

| Year.            |    |    |    |    | Importations. | Exportations. | Total.      |
|------------------|----|----|----|----|---------------|---------------|-------------|
|                  |    |    |    |    | Livres.       | Livres.       | Livres.     |
| 1873             | .. | .. | .. | .. | 268,334,238   | 211,013,665   | 479,347,903 |
| 1874             | .. | .. | .. | .. | 250,482,163   | 199,809,931   | 450,292,094 |
| Decrease in 1874 |    |    |    |    | 17,852,075    | 11,203,734    | 29,055,809  |

Being a total decrease in the amount of imports and exports of 29,055,809 Italian livres, equal to 1,162,332*l.* sterling.

By the comparative table of the trade by sea in 1874-73, it will be seen that the decrease of the trade with foreign ports in 1874, was as follows:—

|                |    |    |    |    | Currency.  | Sterling. |
|----------------|----|----|----|----|------------|-----------|
|                |    |    |    |    | Livres.    | £         |
| In the imports | .. | .. | .. | .. | 17,683,376 | 707,335   |
| „ exports      | .. | .. | .. | .. | 6,339,910  | 253,596   |
| Total..        | .. | .. | .. | .. | 24,023,286 | 960,931   |

But the increase in the amount of the tonnage of ships entered, and also in the total weight of the goods imported, clearly shows that this decrease of the amount of trade is attributable to the circumstances I have mentioned in the beginning of this report.

In imports it shows an increase of trade with the Danubian Provinces, Russia, Turkey, Arabia, Norway and Sweden, Belgium, and St. Domingo, but there was a falling off in the quantity, as well as a decline in the value of the goods imported from Japan, the East Indies, Egypt, Barbary, United States of America, Brazil, Greece, Ionion Islands, Great Britain, Holland, and Austria.

There was an increase of exports to Japan, the East Indies, Arabia, Egypt, the Danubian provinces, Turkey, Greece, United States of America, and Great Britain, and the only considerable decrease was in the exports to Austria.

The increase of imports was in the following articles: dried and salted fish, grains, oleaginous seeds, spirits, and wine; the most important decrease was in the importations of tallow, lard, butter, &c., hides, dried and salted, oils, colonials, drugs, fruits, dried and fresh, indigo, silkworms' eggs, raw silk, silk cocoons, manufactures and twist.

In exports, the most considerable articles of increase were grain, fruits, dried and fresh, hemp, flax, cotton, and other material for weaving, manufactures and twist, hardware and earthenware; and the most considerable decrease was in hides, dried and salted, colonials, drugs, indigo, cotton, timber, hewn and wrought.

The return of trade by British shipping transmitted herewith, shows the following amounts of the direct and indirect trade by British ships in the year 1874:—

|                           |    |    |    |    | Imports.  | Exports.  |
|---------------------------|----|----|----|----|-----------|-----------|
|                           |    |    |    |    | £         | £         |
| Direct trade              | .. | .. | .. | .. | 631,737   | 708,017   |
| Indirect trade            | .. | .. | .. | .. | 2,461,245 | 276,179   |
| Total ..                  | .. | .. | .. | .. | 3,092,982 | 984,196   |
|                           |    |    |    |    |           | 3,092,982 |
| Total imports and exports | .. | .. | .. | .. | ..        | 4,077,178 |

### RETURN of British Shipping at the Port of Venice in the Year 1874.

*Direct Trade in British Vessels from and to Great Britain and British Colonies.*

| Entered.                 |             |        |                |             |        | Cleared.                |                          |             |        |                |             |        |                        |                         |
|--------------------------|-------------|--------|----------------|-------------|--------|-------------------------|--------------------------|-------------|--------|----------------|-------------|--------|------------------------|-------------------------|
| Total Number of Vessels. |             |        | Total Tonnage. |             |        | Total Value of Cargoes. | Total Number of Vessels. |             |        | Total Tonnage. |             |        | Total Number of Crews. | Total Value of Cargoes. |
| With Cargoes.            | In Ballast. | Total. | With Cargoes.  | In Ballast. | Total. |                         | With Cargoes.            | In Ballast. | Total. | With Cargoes.  | In Ballast. | Total. |                        |                         |
| 104                      | ...         | 104    | 84,940         | ...         | 84,940 | \$<br>631,737           | 66                       | ...         | 66     | 69,444         | ...         | 69,444 | 2,114                  | \$<br>708,017           |

*Indirect or Carrying Trade in British Vessels from and to other Countries.*

| Countries whence Arrived. | Entered.           |             |          |               | Cleared.                     |                    |        |               |             |                  |                   |
|---------------------------|--------------------|-------------|----------|---------------|------------------------------|--------------------|--------|---------------|-------------|------------------|-------------------|
|                           | Number of Vessels. |             | Tonnage. |               | Countries to which Departed. | Number of Vessels. |        | Tonnage.      |             | Number of Crews. | Value of Cargoes. |
|                           | With Cargoes.      | In Ballast. | Total.   | With Cargoes. |                              | In Ballast.        | Total. | With Cargoes. | In Ballast. |                  |                   |
| Karakee                   | 1                  | ...         | 725      | ...           | Bombay                       | 7                  | ...    | 10,769        | ...         | 961              | £ 61,852          |
| Coconada                  | 1                  | ...         | 955      | ...           | Alexandria                   | 43                 | ...    | 54,520        | ...         | 5,169            | 91,416            |
| Masulipatam               | 1                  | ...         | 387      | ...           | New York                     | 5                  | ...    | 4,227         | 2,161       | 237              | 2,155             |
| Bombay                    | 8                  | ...         | 12,286   | ...           | Nicobyjeff                   | 1                  | ...    | ...           | 57          | 24               | ...               |
| Alexandria                | 49                 | ...         | 53,893   | ...           | Odeessa                      | 1                  | ...    | ...           | 721         | 21               | ...               |
| New York                  | 4                  | ...         | 898      | ...           | Tegannog                     | 1                  | ...    | ...           | 230         | 9                | ...               |
| Philadelphia              | 1                  | ...         | 403      | ...           | Berdansk                     | 3                  | ...    | ...           | 849         | 26               | ...               |
| Nicolaieff                | 2                  | ...         | 1,325    | ...           | Gallatz                      | 3                  | ...    | ...           | 1,173       | 39               | ...               |
| Odeessa                   | 2                  | ...         | 4,683    | ...           | Ibraila                      | 2                  | ...    | ...           | 1,324       | 41               | ...               |
| Sutina                    | 5                  | ...         | 3,061    | ...           | Constantinople               | 22                 | ...    | ...           | 13,179      | 369              | ...               |
| Ibraila                   | 5                  | ...         | 4,626    | ...           | Smyrna                       | 2                  | ...    | ...           | 278         | 15               | ...               |
| Eneaz                     | 7                  | ...         | 5,401    | ...           | Enos                         | 3                  | ...    | ...           | 719         | 34               | ...               |



## Cleared.

| Countries to which<br>Departed. | Number of Vessels. |                |        | Tonnage.         |                | Number<br>of<br>Crews. | Value<br>of<br>Cargoes.<br>£ |
|---------------------------------|--------------------|----------------|--------|------------------|----------------|------------------------|------------------------------|
|                                 | With<br>Cargoes.   | In<br>Ballast. | Total. | With<br>Cargoes. | In<br>Ballast. |                        |                              |
| Marianopoli                     | ...                | 1              | 1      | ...              | 349            | 11                     | ...                          |
| Philippville                    | ...                | 1              | 1      | ...              | 636            | 21                     | ...                          |
| Serphanto                       | ...                | 1              | 1      | ...              | 571            | 20                     | ...                          |
| Corfu                           | ...                | 1              | 1      | ...              | 102            | 6                      | ...                          |
| Cagliari                        | ...                | 1              | 1      | ...              | 492            | 22                     | ...                          |
| Leithorn                        | ...                | 1              | 1      | ...              | 403            | 9                      | ...                          |
| Messina                         | 2                  | 4              | 6      | 374              | 906            | 65                     | 162                          |
| Palermo                         | 1                  | ...            | 1      | 140              | ...            | 7                      | 428                          |
| Ancona                          | ...                | 1              | 1      | ...              | 781            | 29                     | 6,503                        |
| Trieste                         | 3                  | 16             | 19     | 2,030            | 10,788         | 586                    | 40,068                       |
| Calcutta                        | ...                | ...            | ...    | ...              | ...            | ...                    | 31,012                       |
| Yokohama                        | ...                | ...            | ...    | ...              | ...            | ...                    | 2,043                        |
| Hong Kong                       | ...                | ...            | ...    | ...              | ...            | ...                    | 462                          |
| Shanghai                        | ...                | ...            | ...    | ...              | ...            | ...                    | 476                          |
| Singapore                       | ...                | ...            | ...    | ...              | ...            | ...                    | 1,618                        |
| Melbourne                       | ...                | ...            | ...    | ...              | ...            | ...                    | 1,174                        |
| Kiogo                           | ...                | ...            | ...    | ...              | ...            | ...                    | 200                          |
| Adelaide                        | ...                | ...            | ...    | ...              | ...            | ...                    | 280                          |
| Rangoon                         | ...                | ...            | ...    | ...              | ...            | ...                    | 210                          |
| Batavia                         | ...                | ...            | ...    | ...              | ...            | ...                    | 28                           |
| Penang                          | ...                | ...            | ...    | ...              | ...            | ...                    | 1,492                        |
| Zanzibar                        | ...                | ...            | ...    | ...              | ...            | ...                    | 19,853                       |
| Sydney                          | ...                | ...            | ...    | ...              | ...            | ...                    | 1,707                        |
| Sorabaya                        | ...                | ...            | ...    | ...              | ...            | ...                    | 152                          |
| Aden                            | ...                | ...            | ...    | ...              | ...            | ...                    | 2,466                        |
| Bagdad                          | ...                | ...            | ...    | ...              | ...            | ...                    | 1,020                        |
| Manila                          | ...                | ...            | ...    | ...              | ...            | ...                    | 67                           |
| Konigsberg                      | ...                | ...            | ...    | ...              | ...            | ...                    | 4                            |
| Hamburg                         | ...                | ...            | ...    | ...              | ...            | ...                    | 248                          |
| Gotterdam                       | ...                | ...            | ...    | ...              | ...            | ...                    | 2,173                        |
| Amsterdam                       | ...                | ...            | ...    | ...              | ...            | ...                    | 701                          |
| Rotterdam                       | ...                | ...            | ...    | ...              | ...            | ...                    | 3,635                        |
| Brindisi                        | ...                | ...            | ...    | ...              | ...            | ...                    | 784                          |
| Total                           | 66                 | 67             | 133    | 72,860           | 37,546         | 7,721                  | 276,179                      |

## Entered.

| Countries whence<br>Arrived. | Number of Vessels. |                |        | Tonnage.         |                | Number<br>of<br>Crews. | Value<br>of<br>Cargoes.<br>£ |
|------------------------------|--------------------|----------------|--------|------------------|----------------|------------------------|------------------------------|
|                              | With<br>Cargoes.   | In<br>Ballast. | Total. | With<br>Cargoes. | In<br>Ballast. |                        |                              |
| Civita Vecchia               | 1                  | ...            | 1      | 126              | ...            | 8                      | 454                          |
| Trieste                      | ...                | 6              | 6      | ...              | 6,923          | 478                    | 3,732                        |
| Calcutta                     | ...                | ...            | ...    | ...              | ...            | ...                    | 624,708                      |
| Yokohama                     | ...                | ...            | ...    | ...              | ...            | ...                    | 416,483                      |
| Hong Kong                    | ...                | ...            | ...    | ...              | ...            | ...                    | 1,181                        |
| Telikery                     | ...                | ...            | ...    | ...              | ...            | ...                    | 6,229                        |
| Shanghai                     | ...                | ...            | ...    | ...              | ...            | ...                    | 98,060                       |
| Shanghai                     | ...                | ...            | ...    | ...              | ...            | ...                    | 70                           |
| Kiogo                        | ...                | ...            | ...    | ...              | ...            | ...                    | 6,153                        |
| Madras                       | ...                | ...            | ...    | ...              | ...            | ...                    | 12,021                       |
| Calcut                       | ...                | ...            | ...    | ...              | ...            | ...                    | 1,075                        |
| Malabar                      | ...                | ...            | ...    | ...              | ...            | ...                    | 1,854                        |
| Singapore                    | ...                | ...            | ...    | ...              | ...            | ...                    | 2,560                        |
| Melbourne                    | ...                | ...            | ...    | ...              | ...            | ...                    | 183                          |
| Gales                        | ...                | ...            | ...    | ...              | ...            | ...                    | 50,724                       |
| Tuticorin                    | ...                | ...            | ...    | ...              | ...            | ...                    | 8,304                        |
| Pt. Suaz                     | ...                | ...            | ...    | ...              | ...            | ...                    | 28,353                       |
| Aden                         | ...                | ...            | ...    | ...              | ...            | ...                    | 25,725                       |
| Cochin                       | ...                | ...            | ...    | ...              | ...            | ...                    | 10,044                       |
| Colombo                      | ...                | ...            | ...    | ...              | ...            | ...                    | 282                          |
| Patras                       | ...                | ...            | ...    | ...              | ...            | ...                    | 9,729                        |
| Messina                      | ...                | ...            | ...    | ...              | ...            | ...                    | 21                           |
| Palermo                      | ...                | ...            | ...    | ...              | ...            | ...                    | 4,277                        |
| Bari                         | ...                | ...            | ...    | ...              | ...            | ...                    | 2,361                        |
| Brindisi                     | ...                | ...            | ...    | ...              | ...            | ...                    | 3,503                        |
| Ancona                       | ...                | ...            | ...    | ...              | ...            | ...                    | ...                          |
| Total                        | 93                 | 6              | 99     | 88,760           | 6,923          | 7,348                  | 2,461,245                    |

TABLE showing the Value of Merchandize imported and exported by Sea at Venice in the Years 1874, 1873, with the Countries whence imported and whither exported.

| Countries.                      | Importations. |             | Exportations. |            |
|---------------------------------|---------------|-------------|---------------|------------|
|                                 | 1874.         | 1873.       | 1874.         | 1873.      |
|                                 | Livres.       | Livres.     | Livres.       | Livres.    |
| Ports of Italy ... ..           | 14,917,456    | 17,190,932  | 5,451,414     | 4,888,407  |
| Australia ... ..                | 64,000        | 46,250      | 89,265        | 15,190     |
| Japan ... ..                    | 10,434,045    | 13,739,125  | 168,513       | 72,433     |
| East Indies ... ..              | 41,210,339    | 54,369,340  | 2,996,272     | 1,645,730  |
| United States of America ... .. | 3,686,693     | 4,053,350   | 34,895        | 11,000     |
| St. Domingo ... ..              | 473,890       | 408,670     | ...           | ...        |
| Brazil ... ..                   | 605,080       | 1,074,420   | ...           | ...        |
| Arabia ... ..                   | 632,835       | 330,935     | 58,035        | 41,830     |
| Egypt ... ..                    | 8,330,583     | 8,498,100   | 3,120,741     | 3,720,344  |
| Barbary ... ..                  | 642,464       | 691,733     | 220,037       | 69,334     |
| Moldavia and Wallachia ... ..   | 10,854,951    | 3,129,555   | 130,355       | 49,419     |
| Russia ... ..                   | 8,739,542     | 4,455,380   | 457,596       | 527,570    |
| Turkey ... ..                   | 7,715,948     | 7,356,501   | 6,487,081     | 4,971,860  |
| Greece ... ..                   | 208,005       | 590,765     | 1,495,776     | 825,260    |
| Ionian Islands ... ..           | 1,866,547     | 3,737,817   | 1,410,230     | 1,246,928  |
| Sweden and Norway ... ..        | 3,334,375     | 2,373,405   | 1,100         | 4,000      |
| Denmark ... ..                  | ...           | ...         | ...           | 1,000      |
| Holland ... ..                  | 936,600       | 1,232,570   | 149,019       | 232,495    |
| Malta ... ..                    | 21,393        | 89,675      | 586,183       | 589,860    |
| Great Britain ... ..            | 17,743,151    | 22,668,577  | 18,240,047    | 16,282,413 |
| Belgium ... ..                  | 183,570       | ...         | ...           | 16,380     |
| France ... ..                   | 246,670       | 402,755     | 56,854        | 140,828    |
| German Empire ... ..            | ...           | ...         | 79,450        | 181,370    |
| Austria and Hungary ... ..      | 16,155,990    | 22,525,087  | 30,015,192    | 41,441,325 |
| Foreign ports ... ..            | 134,087,659   | 151,774,035 | 65,746,641    | 72,086,557 |
| Total ... ..                    | 149,605,115   | 168,964,967 | 71,201,055    | 76,974,964 |

## NAVIGATION.

TOTAL number of Ships of all Flags, including Coasting Vessels, entered at the Port of Venice in the Years 1874 and 1873, with the amount of their Tonnage (in Italian measurement).

| Year.            |    |    |    |    | Ships. | Tons.   |
|------------------|----|----|----|----|--------|---------|
| 1874             | .. | .. | .. | .. | 3,475  | 578,741 |
| 1873             | .. | .. | .. | .. | 2,644  | 465,394 |
| Increase in 1874 |    |    |    |    | 831    | 113,347 |

Total weight of Merchandize imported by Sea at Venice, in the Year 1874 and 1873.

|                  |    |    |    |    |    | English Tons. |
|------------------|----|----|----|----|----|---------------|
| 1874             | .. | .. | .. | .. | .. | 363,412       |
| 1873             | .. | .. | .. | .. | .. | 316,979       |
| Increase in 1874 |    |    |    |    |    | 46,433        |

TABLE showing the number of Ships entered at the Port of Venice in 1874, according to their Flags, with their Tonnage in Italian measurement.

| Flag.                   | Steam Ships. |         | Sailing Ships. |         | Total. |         |
|-------------------------|--------------|---------|----------------|---------|--------|---------|
|                         | Ships.       | Tons.   | Ships.         | Tons.   | Ships. | Tons.   |
| National .. ..          | 181          | 101,851 | 2,047          | 128,375 | 2,228  | 230,226 |
| American .. ..          | ..           | ..      | 6              | 2,411   | 6      | 2,411   |
| Austro-Hungarian .. ..  | 248          | 92,085  | 658            | 50,684  | 906    | 142,769 |
| British .. ..           | 166          | 169,843 | 36             | 7,316   | 202    | 177,159 |
| Danish .. ..            | ..           | ..      | 13             | 1,680   | 13     | 1,680   |
| Dutch .. ..             | ..           | ..      | 9              | 1,636   | 9      | 1,636   |
| Greek .. ..             | ..           | ..      | 65             | 13,440  | 65     | 13,440  |
| German .. ..            | ..           | ..      | 14             | 1,265   | 14     | 1,265   |
| Moldo-Valachian .. ..   | ..           | ..      | 2              | 276     | 2      | 276     |
| Russian .. ..           | 1            | 1,145   | 1              | 169     | 2      | 1,304   |
| Swedish-Norwegian .. .. | ..           | ..      | 9              | 2,171   | 9      | 2,171   |
| Turkish .. ..           | ..           | ..      | 20             | 1,365   | 20     | 1,365   |
| Total .. ..             | 415          | 263,073 | 833            | 82,403  | 1,248  | 345,476 |

This table shows that the amount of tonnage of British ships employed in the carrying trade of Venice in 1874, exceeded by 8,842 tons the whole amount of the tonnage of all other foreign ships.

TABLE showing the number of Ships entered at the Port of Venice in the Year 1874, the amount of their Tonnage, and the Countries whence arrived.

| Whence Arrived.                | Steam Ships. |         | Sailing Ships. |         | Total. |         |        |
|--------------------------------|--------------|---------|----------------|---------|--------|---------|--------|
|                                | Ships.       | Tons.   | Ships.         | Tons.   | Ships. | Tons.   | Crews. |
| Ports of Italy ... ..          | 41           | 12,859  | 556            | 41,913  | 597    | 54,772  | 4,594  |
| East Indies... ..              | 10           | 14,179  | 1              | 387     | 11     | 14,566  | 1,030  |
| Brazil .. ..                   | ..           | ..      | 1              | 181     | 1      | 181     | 6      |
| United States of America .. .. | ..           | ..      | 21             | 7,907   | 21     | 7,907   | 237    |
| St. Domingo .. ..              | ..           | ..      | 1              | 156     | 1      | 153     | 8      |
| Algiers .. ..                  | ..           | ..      | ..             | ..      | ..     | ..      | ..     |
| Barbary .. ..                  | ..           | ..      | 6              | 961     | 6      | 961     | 51     |
| Egypt .. ..                    | 48           | 54,004  | 8              | 1,874   | 56     | 55,878  | 5,134  |
| Turkey .. ..                   | 8            | 7,137   | 31             | 3,817   | 39     | 10,954  | 479    |
| Moldavia and Wallachia .. ..   | 19           | 12,525  | 53             | 10,878  | 72     | 23,403  | 905    |
| Russia .. ..                   | 13           | 11,842  | 17             | 4,664   | 30     | 16,506  | 535    |
| Sweden and Norway .. ..        | ..           | ..      | 38             | 5,058   | 38     | 5,058   | 249    |
| Holland .. ..                  | ..           | ..      | 4              | 707     | 4      | 707     | 28     |
| Belgium .. ..                  | ..           | ..      | 1              | 211     | 1      | 211     | 8      |
| Malta .. ..                    | ..           | ..      | 1              | 184     | 1      | 184     | 9      |
| Great Britain .. ..            | 75           | 77,117  | 85             | 30,976  | 160    | 108,093 | 3,245  |
| Spain .. ..                    | ..           | ..      | ..             | ..      | ..     | ..      | ..     |
| France .. ..                   | 36           | 18,632  | 5              | 1,105   | 41     | 19,737  | 1,327  |
| Greece .. ..                   | 52           | 35,546  | 2              | 216     | 54     | 35,762  | 1,938  |
| Ionian Islands .. ..           | ..           | ..      | 18             | 1,456   | 18     | 1,456   | 124    |
| Austria and Hungary .. ..      | 294          | 122,192 | 2,032          | 100,027 | 2,326  | 222,219 | 18,619 |
| Total foreign ports .. ..      | 555          | 553,174 | 2,323          | 170,765 | 2,878  | 523,939 | 33,932 |

This table shows that more than one-fourth of the total amount of tonnage arrived from foreign ports was from Great Britain direct.

## AGRICULTURE.

*Grain.*—The harvests, generally, in these provinces had a very favourable appearance during the spring, but at the beginning of June complaints were heard that the wheat crops were in want of rain; the dry weather, however, continued till about the middle of June,—the usual time of reaping in this neighbourhood,—and from that period we have had a continuation of heavy rains almost daily. This continuation of unfavourable weather produced a rise in the grain market, and wheat, which at the 1st of June was sold at equal to 2*l.* 2*s.* 6*d.* per quarter free on board, is now selling at equal to 2*l.* 5*s.* per quarter; and Indian corn, which had declined, and in the early part of July was sold at equal to 1*l.* 8*s.* per quarter free on board, is now selling at 1*l.* 12*s.* and 1*l.* 13*s.* per quarter free on board. Nevertheless, it is the opinion of well informed persons that the wheat market will not prove deficient or defective in quality, and fine weather may yet compensate for the injury done to the Indian corn crops. In barley and oats there has been but little variation of prices.

*Hemp.*—The reports received from the Roman states of the prospect of the production of this important article of Venetian commerce are hitherto very satisfactory.

*Vintage.*—The production of grapes is at present abundant, but fears are entertained of the effect of the vast quantity of rain which has lately fallen.

The progress of agriculture in South Venetia is increasing. Land which was not worth 2*s.* an acre twenty years ago, is now worth 2*l.* sterling per acre.

A fertile region has been rescued in South Venetia from the swamp of the lagoons. The initiative was due to the ancient Republic. In the sixteenth century their hydrographers designed wondrous works. In 1859 the Po was made to diverge by a new cut to Tornova. Then followed the Sostegno di Brondolo, leading from the lagoons by Chioggia to the junction of the Brenta, and by canals to the Sostegno di Cavanella d'Adige, communicating with the Po, which thence presents itself in all his majesty, and forms the link of connection of the low plains with Venice.

A glance at the accompanying map will show how formerly the river ran free, and how by embankment the sline and mud formed numerous islands upon which nothing grew, and how by extending the above works almost a new province is added to the kingdom.

Many other small tracts are drained by small portable steam engines.

The accompanying table will show the progress of the application of machinery to land redemption.

The number of acres drained by steam power is about 110,910 acres, by 950 nominal horse power, though the work generally done is double this force.

The total annual consumption of coal is about 5,000 tons, two-thirds of which are imported from England.

The capital of this land-drained district is the now flourishing town Adria, in which the most part of the crops grown on those drained lands are marketed, and it is hoped will still improve when the railway now in construction from that town to Legnago will be opened to the public and to commerce.

I am indebted for this information to an English gentleman who has been twenty years resident on the spot of these operations in the active development of this very successful undertaking, Mr. Henry Foster, land-draining engineer at Adria.









## STATEMENT of Land Draining in the South of Venetia by Steam.

| Name of Consorzio or Proprietor. | Quantity of Land drained by Machinery in Acres. | Nominal Power of Engines in H.-P. | Date of Drainage. | Name of the District. | Name of the Province. |
|----------------------------------|---|-----------------------------------|-------------------|-----------------------|-----------------------|
| Benvenuti Brothers               | 2,000   | 20                                | 1848              | Cavarzere             | Venice                |
| Signor Zara                      | 2,500   | 25                                | 1850              |                       |                       |
| 77 Bianchini                     | 2,000   | 25                                | 1856              | 77                    | 77                    |
| 77 Dell' Otto                    | 2,000   | 25                                | 1856              | 77                    | 77                    |
| 77 Metke                         | 2,300   | 25                                | 1856              | 77                    | 77                    |
| Foresto inferiore                | 8,500   | 80                                | 1857              | 77                    | 77                    |
| superiore                        | 6,500   | 60                                | 1858              | 77                    | 77                    |
| Signor Centanini                 | 2,500   | 20                                | 1858              | 77                    | 77                    |
| 77 Massimo                       | 1,000   | 20                                | 1871              | 77                    | 77                    |
| 77 Levi                          | 500   | 8                                 | 1871              | 77                    | 77                    |
| 77 Baldo                         | 200   | 6                                 | 1874              | 77                    | 77                    |
| Duca Melzi                       | 8,000   | 60                                | 1858              | Cona                  | Padova                |
| Dossi Vallieri                   | 12,000  | 80                                | 1862              | Loreo                 | Rovigo                |
| Valli d'Adria                    | 6,500   | 60                                | 1855              | Adria                 | 77                    |
| Gavello e Dragonzo               | 7,500   | 60                                | 1853              | 77                    | 77                    |
| SS. Pietro e Paolo               | 1,000   | 10                                | 1856              | 77                    | 77                    |
| Campagna Vecchia inferiore       | 12,000  | 80                                | 1855              | Adria Rovigo          | 77                    |
| Rossati Brothers                 | 4,000   | 6                                 | 1878              | Adria                 | 77                    |
| Sgarzi Brothers                  | 3,600   | 10                                | 1874              | 77                    | 77                    |
| Contesse Gattenburg Morosini     | 4,000   | 40                                | 1872              | Cavarzere             | Venice                |
| Signor Casalini                  | 350   | 10                                | 1860              | Rovigo                | Rovigo                |
| 77 A. Salvagnini                 | 1,200   | 12                                | 1869              | Adria                 | 77                    |
| 77 G. B. Salvagnini              | 800   | 12                                | 1860              | 77                    | 77                    |
| Tartaro Osellini                 | 12,000  | 80                                | 1856              | Loreo                 | 77                    |
| Conti Papadopoli                 | 1,400   | 75                                | 1853, 1873        | 77                    | 77                    |
| Zanolini and Co.                 | 3,000   | 30                                | 1860, 1874        | Ariano                | 77                    |
| Signor Ulisse Casalicchio        | 3,500   | 20                                | 1870              | 77                    | 77                    |
| Total                            | 110,910   | 959                               | ...               | ...                   | ...                   |

## JURISPRUDENCE.

In my last report under this head I mentioned the fact of the confirmation by the Court of Appeal in Venice of a sentence pronounced by the Tribunal of Commerce in a cause first decided in the Court of Queen's Bench in 1863 in favour of the plaintiff, a British merchant, who, being unable under the Austrian law to obtain execution on the sentence of a British Court, was under the necessity of bringing his action in the Commercial Tribunal of Venice, where, after a litigation vexatiously prolonged, the defendant, in December, 1872, was condemned to the payment of the full amount of the claim demanded, with interest at 5 per cent. from the 5th June, 1863. The sentence was fully confirmed by the Court of Appeal. The defendant, however, still refusing to pay, the plaintiff was under the necessity of proceeding to acts of sequestration of his property, which have been effected, but to obtain the order of the Tribunal to sell is another tedious litigation. Meanwhile the defendant has applied to the Court of Cassation at Florence—a magisterial authority similar to the Court of Chancery in England, with power to annul sentences and send the causes for trial to another Court of Appeal. These proceedings will be attended with vast expenses, which the unfortunate plaintiff, who has from the year 1861 been deprived by the defendant of the amount of his claim (1,640*l.* sterling), and subjected to the expenses of long and protracted litigation in which he has disbursed not less than 500*l.* sterling, now finds himself obliged to incur fresh and heavy expenses to support his cause before the Court of Cassation, and eventually in another Tribunal.

Another case in which the plaintiff is likewise a British merchant of eminence, who, in virtue of a sentence of the Commercial Tribunal, confirmed by the Court of Appeal in Venice, had actually received the amount awarded by the sentence, is now pending at the same Court of

Cassation at Florence, at the instance of the heir of the defendant (deceased), who has demanded the revision of the sentence.

These facts sufficiently show that Italian jurisprudence has not the merit of affording means for the speedy recovery of just debts, and that the plaintiff who would go to law must have money and courage to risk it if he would succeed.

#### PUBLIC WORKS.

On the 8th June last took place the inauguration of the opening of one of the dry docks in the arsenal of Venice. The Prefect, Sub-Prefect, and Vice-Admiral, Marquis Del Carretto, with a numerous suite of officers and a vast concourse of people, were present. The basin was decorated all round with banners. At about noon the water was gradually admitted, and in about half-an-hour the despatch vessel "Murano" was afloat; the drawbridge was raised, the "Murano" sallied forth from the dock, and the "Conte Cavour" made her entry gorgeously adorned. The larger dock now remains to be completed, and it will take two years to effect this.

The Venetian lagoons have now become the subject of the deepest inquiry into the means of rescuing them from the accumulation of sand and offal brought from this delta of rivers and streams. The deposits of the Brenta, of the Novissimo, of the Bondante, and the overflowing of the Osselin, for which suitable receptacles should have been constructed, infest the Venetian lagoons, in which are flowing the waters of the Dese, the Osselin, the Zero, the mud-banks Carmason (which by the Scioncello canal communicate with the lagoons), the Vallio, the Meolo, and the Businello del Sile, which, through the canal Della Dolce, has a confluence with the Venetian estuary. Furthermore there are the branches of the Sile and of the Piave Vecchia, notoriously infectious from the rice-fields, which from time immemorial have been tolerated.

More than five-and-twenty streams bear their tribute of sand and slime to the canals of the city, of which the Brenta and Novissimo are the most destructive to the lagoon of Chioggia, and the Bondante and the Osselin to that of Venice. The port of Chioggia since 1812 has lost 0.75 centimetres in depth. Within sixty years the Fen has risen to such an extent that when at that distance of time there was a depth of 1.14 metres of water, there is now only 0.79 metres, and before long the marsh will have reduced the depth of water to 0.30 to 0.35 metres.

Signor G. Antonio Romano, a civil engineer, has published an elaborate treatise revealing the impending danger, and simultaneously with his appeal to Italian patriotism, the hope is fostered that the State will provide for the urgent work of distancing the Brenta to protect the port of Venice. The estimates of the cost of this undertaking amount to 7,000,000 lire, equal to 280,000*l.* sterling, to be accomplished in ten years, and levied in an annual contribution of 150,000 lire from Venice and 10,000 from the provinces, together with a tonnage upon shipping, exemption from which would, however, be allowed by entering Venice through the port of Malamocco. The redemption of the port of Chioggia might ensue at less expense, as only two embankments would be required.

Considering that the question of the very existence of Venice is compromised. Signor Romano makes a passionate appeal to the patriotism of his countrymen; but it appears to me that without foreign aid the calamity will not be averted, and I have perhaps encroached upon the limits of a consular report from the impression that British capitalists under very favourable conditions might come to the rescue,

not only with the sinews of enterprise, but with their vast and superior intelligence of colossal undertakings.

On the 25th May, 1875, the Chamber of Deputies voted the following expenditure:—

|  | £         |
|--|-----------|
| For deepening and widening the leading canals for navigating the estuary of Venice .. .. . | 253,380   |
| For the establishment of warehouseing docks in Venice.. .. .                               | 800,000   |
| Total .. .. .  | 1,053,380 |

Those who remember the commercial apathy of Venice under Austrian dominion must be struck with the busy movement which now prevails. The political calm which supervened has developed the elements of industry. Since 1866 municipal administrations have succeeded each other, but each more or less have worked for the improvement of their country. The enlargement of the thoroughfares, the maritime approaches, the Lido harbour, and public warehouses are now being actually carried on. But now the water supply is the most urgent question, as drinkable water is only obtained by being brought to Venice in large barges from the Continent.

The problem how the citizens were to be supplied with good water has been debated for more than thirty years by the municipal administrations, in order to be independent of pluvial relief. The first attempts were made by artesian wells, but though of economical promise, and though science was confident in the discovery of drinkable water from the Alps, error succeeded error in municipal administration, and the popular prejudice and the neglect of contractors have caused the research to be abortive.

An aqueduct was next suggested, by utilizing the canal which the old republic had constructed from the Brenta for supplying the city in the event of drought. But this was not carried out.

The present mayor, Senator Fornoni, has grappled seriously with the difficulty, and he is likely to solve the problem unless deterred by interested counsellors. The main difficulty is to exclude the claims of the original contractors for the artesian wells, in order to select from many candidates for the projected aqueduct him whose credit gives the best guarantee.

There are several competitors, one of whom, Mr. Ritterbandt, of London, has made overtures for the undertaking, engaging to liberate the municipality from all the claims of the original contractors, and to sink an artesian well to the depth of 350 metres (400 yards) jointly with an aqueduct for the supply of Venice of the capacity of 12,000 cubic metres of water from the Brenta by means of the Seriola canal, and conveyed to Venice by a conduit in masonry under the lagoons parallel with the railway, and of the length of 4,250 metres. This would supply the municipality with 300 cubic metres of water per diem.

The result would be that the citizens would obtain a water supply at a tariff of 60 c. per cubic metre. Actually the municipality is at an outlay of 70,000 lire (28,000*l.* sterling) per annum for 216 cubic metres, and the inhabitants pay 3 lire 20 c. (2*s.* 6*d.* sterling).

Mr. Gaerth, of London, Messrs. Manzini and Laschi, Messrs. Luco-vitch and Co., and Signor Baffo, civil engineer, have exhibited projects more or less advantageous to the city

## RAILWAYS.

Three lines at present engage public opinion and interest in Venice.

The first is to run from Venice, through Castelfranco, to Bassano.

The second is that of Adria, Chioggia, Loreo.

The third is that of Mestre, San Dona, Portogruaro.

The first of these lines was designed to be international, as the hope was entertained that it might eventually be continued to Trent. The other two would be of purely provincial interest. If the economical condition of Venetia, and in general of Upper Italy, is considered, the three lines would be unproductive. Those which are now in activity under the administration of the North Italian Railway Company, so far from yielding a profit, are all losing undertakings.

## MISCELLANEOUS.

The bathing season is a source of considerable profit to the trade and hotels of the city. An influx of 10,000 visitors of the upper classes repays the municipality for the allurements provided.

Few watering places rival Venice, for independently of the attractions of her classic treasures, the Lido, the Royal Garden, the Piazzetta, and San Marco, are enlivened with the highest musical talent, and the Venice is crowded every night to hear such artistes as Albani, Marin, Maurel, and Bagagiolo. Foreigners will find resources in the hospitality of Venetian high life.

Not thirty years since I may assert that there were not ten individuals in all Venice who could speak English; this may still be said of the middle and lower classes, but now every educated person, especially ladies, speak and write our vernacular fluently.

Venice, August 14, 1875



## N E T H E R L A N D S.

### FLUSHING.

*Report by Vice-Consul de Bruyne on the Trade and Commerce in the Province of Zealand for the Year 1874.*

THE year 1874 may not inappropriately be called the year of plans and experiments as regards Flushing, and although the execution of many of these plans has been postponed, the advantages of the port, as one which from its depth of water and favourable situation can at all times be approached, have very generally attracted public attention, not only at home but abroad, and several leading firms have already opened branch houses in the place.

The steamers belonging to the American Steamship Company, established in Rotterdam, have generally entered at Flushing on their arrival from New York, and have likewise called at this outport on their outward passages for the purpose of either completing their cargoes by transshipment of merchandises from lighters, or to take in the coals required for the voyage. The steamer "Tromp," measuring 1,796 tons and belonging to the local firm of Engels and Co., made her first voyage from this port with a general cargo and passengers for Java, and before the close of the year, a newly established company, bearing the name of the Rotterdam Lloyds, determined to run their steamers to Netherlands India from and to Flushing. The well-known German gun manufacturers, Fred. Krupp, of Essen, have also made arrangements with a view to obtaining their supplies of iron and iron ore via Flushing, instead of by way of Rotterdam and Antwerp as heretofore; and lastly, it may not be out of place to mention that H.R.H. Prince Henry of the Netherlands has taken a keen and material interest in the establishment of a daily packet service which is proposed to be established between Flushing and an English port probably at the mouth of the Thames.

This increasing shipping will soon necessitate arrangements for a supply of fresh water, for which we are at present dependent on rain water collected in subterranean tanks.

The construction of a large dry dock for account of the Government which was voted by the Second Chamber of the States General in 1873, was subsequently rejected by the First Chamber, a measure which is much to be regretted, as Flushing at present possesses only one dry dock of 246 feet in length,  $57\frac{1}{2}$  feet in breadth, and with a depth at the caisson of  $15\frac{1}{4}$  feet to  $16\frac{1}{2}$  feet, dimensions which are insufficient for vessels with cargo, and for the length of the large steamers which are now generally employed in trade. In connection with this matter, negotiations have been commenced by a leading ship builder and the Government regarding the old naval yard, with a view to its being brought into use, and although these negotiations have not as yet resulted in any definite plan, they are expected ultimately to be successful.

The connection between the former admiralty dock and the new inner harbours was completed during the second half of the year under review, and in the early part of 1875, the whole of the new outer har-

bour will be brought to the requisite depth of 22 feet (English) at ordinary low water, or 34 feet at high water.

A Bill is now before the Second Chamber, proposing the abolition of all light, beacon, and tonnage dues, and also for an improvement in the regulations now in force regarding pilot dues.

It would be very desirable in the interests of shipping at the same time to enforce more stringent regulations as regards the pilot service at the entrance of the West Scheldt. There are, at present, two rival pilot services for this river, one belonging to the Netherlands, and one to the Belgian Government. The master of a vessel entering from sea and bound for a Belgian port, has the option of availing himself of the services of either of these pilots, and as a rule employs the man with whom he first falls in at sea. But this fact gives rise to a rivalry between the Netherlands and Belgian pilots which is palpably injurious to shipping interests. The pilot boats not being limited to any fixed distance from the entrance to the river, have gradually extended their cruise in search of inward bound ships, and are frequently to be met at 32 to 40 miles from the mouth of the river. In fact, instead of finding them off Dungeness, they are sometimes seen off the Isle of Wight. Thus the chance of finding pilots is diminished in proportion to the radius of their cruise, and the following figures are adduced to prove that this competition does not meet its ostensible object.

STATEMENT of the Number of Vessels entered the Wester Scheldt.

| Year. |    |    |    | Number of Vessels. | Number of Vessels entered without having been able to obtain a Pilot. |
|-------|----|----|----|--------------------|---|
| 1871  | .. | .. | .. | 5,943              | 649   |
| 1872  | .. | .. | .. | 4,870              | 424   |
| 1873  | .. | .. | .. | 5,503              | 433   |
| 1874  | .. | .. | .. | 4,767              | 262   |

It is a well-known fact that most of the shipwrecks and casualties that have occurred in this vicinity have happened to vessels that have not had pilots on board, and it is very desirable in the interests of shipping and trade generally, that the same rules should apply to Flushing pilots as those applied to all other Dutch ports, where the pilot's cruise extends from four to eight English miles from the outer buoys, while the pilots from those stations intended for the use of vessels coming from the English Channel are not allowed to exceed a distance of two miles from Dungeness light.

I have ventured to express the above views, as in my opinion deserving the attention, not only of the Executive Government, but of all shipowners, underwriters, and merchants; but at the same time, in fairness to the Flushing pilot service, I must state that the energy and activity of the Dutch and Belgian pilots are always highly praised.

The number of vessels that entered the outer and inner harbours of Flushing in 1874, amounted to 59 sea-going ships, measuring 29,067 tons.

PORT OF MIDDELBURG.

The same remarks which I have made at the commencement of this report with regard to the hitherto postponed development of works at

Flushing may be said in a measure to apply to Middelburg, but nevertheless this port also is beginning to show signs of commercial resuscitation.

One of the most influential Dutch shipowners, who owns twelve of the largest seagoing vessels aggregating 17,552 tons, has come to reside in this town, and all his ships when bound to Holland, enter at the outport of Flushing from whence they are towed to Middelburg, where they are discharged and reloaded. The municipal authorities have ceded to this gentleman one of the inner harbours for the purpose of converting it into a dry dock which is to measure 370 feet (English) in length, 65 feet in breadth, with a depth at the entrance of  $15\frac{3}{4}$  feet; and on completion of the work, the town will give him a subsidy of 50,000 fl., or 4,166*l*. A large amount of building land has also been bought by this shipowner with a view to the construction of yards for building and repairing vessels.

#### TRADE AND COMMERCE.

The trade in grain, seeds, and pulse may, on the whole, be considered to have been satisfactory during the past year, but it was not characterized by any incidents of special interest, and was mainly, as regards the produce of this province, an export trade as in former years. The fluctuations in value were, however, considerable, and during the first six months of the year, prices had an upward tendency owing to the moderate harvest of 1873, and the comparatively small stocks in the leading markets, but as the yield of the new crops approached, the estimate of a generally abundant harvest caused a rapid and material decline in prices of wheat and rye.

The crops of summer barley, brown beans, and horse beans were only moderate, and the supply of peas and white beans was decidedly below the average. Rapeseed was in little demand throughout the year, and although the crop was below the average, prices had a steadily downward tendency.

#### COLONIAL PRODUCE.

The following quantities of Indian produce were imported into Middelburg by the Netherlands Trading Company during 1874:—

| Article. |    |    |    |    | Quantity. |        |
|----------|----|----|----|----|-----------|--------|
| Coffee   | .. | .. | .. | .. | Bags      | 16,000 |
| Sugar    | .. | .. | .. | .. | Baskets   | 4,422  |
| Tin      | .. | .. | .. | .. | Slabs     | 813    |
| Rattans  | .. | .. | .. | .. | Bundles   | 3,292  |

Which were all sold in the periodical public sales in Amsterdam and Rotterdam in the course of the year.

The number of seagoing vessels that entered Middelburg during 1874 was 37, having a total tonnage of 17,655 tons.

Flushing, June 29, 1875.

# RUSSIA.

## SEBASTOPOL.

*Report by Vice-Consul Harford on the Trade and Commerce of Sebastopol for the Year 1874.*

THE export of grain from the districts to the north of the Sea of Azof has hitherto been monopolized by the ports of that sea, only because no cheaper and safer mode was open to the proprietors. The grain has been exported from the Sea of Azof ports under conditions so disadvantageous to the farmers that a comparison with the advantages offered by this port is alone sufficient to prove that eventually all export from those districts must be sent here.

The Sea of Azof is frozen for at least three months every year, and its ports, Taganrog, Berdiansk, Mariopol, &c., are only open roadsteads, and owing to the small depth of water the vessels have to anchor at a great distance from the shore, and the cargo is taken off to them in boats. If the weather is at all unfavourable it cannot be shipped, and even in favourable weather such is the loss sustained from accidents, &c., that the purchasers will not accept the cargo at the estimation of the exporters, but reserve for themselves the right of paying only for what arrives at its destination.

For all vessels drawing fourteen feet of water a second loading and unloading under similar conditions must take place at the Strait of Yenikalé, at a serious loss of time, money, and cargo. The cost for shipping grain in the Sea of Azof ports is estimated at 1 r. 40 c. the chetvert.

In the foreign markets, Sea of Azof grain is at a higher quotation than that of Odessa and Nicolaiev; but notwithstanding its higher value, the farmers of the Sea of Azof grain are offered on the average 1 r. the chetvert less than those of the Odessa and Nicolaiev districts, and this is owing to the fact that the exporters from the Sea of Azof have at least 1 r. more of expense owing to the drawbacks I have already mentioned. The expenses connected with the transport of grain from barges to the warehouses at Odessa, and from the warehouses to the port are from 45 to 50 c. the chetvert. These expenses at Sebastopol, it is calculated, will not exceed 5 c. the chetvert.

The pecuniary advantages of Odessa as a port for export over those of the Sea of Azof, it will be seen by reference to a previous paragraph, are 1 r. the chetvert; but Sebastopol having an advantage over Odessa of at least 40 c. per chetvert, the result in favour of Sebastopol as compared with the Sea of Azof is 1 r. 40 c. per chetvert. Deducting from this the extra expenses of the transport by rail for 250 versts or 170 miles, at 60 c. the chetvert, the advantage of this port is 80 c., which (upon the whole quantity of export calculated as eventually certain to pass through Sebastopol) will effect a saving to the country of 1,726,000 r.

All these considerations have already been submitted to a most careful examination at St. Petersburg, and found so conclusive that the Government has decided on sparing no expense to facilitate the

communication with Sebastopol of those grain-producing districts, which at the present time cannot avail themselves of the advantages offered by this port.

As a port for import, Sebastopol possesses many advantages over Odessa; the distances by rail to Moscow and Kharkof are 15 and 10 per cent. less, the harbour is never frozen, and is unsurpassed in Europe; vessels of any draught of water can lay alongside the wharves, and a line of rail brings the export to within a few feet of the vessel, thus reducing the expense of loading to the minimum.

There are many other minor considerations that I could bring forward in proof of the vast importance of this port as a commercial outlet.

Sebastopol, May 30, 1875.



## WARSAW.

*Report by Consul-General Mansfield on the Trade and Commerce of Poland for the Year 1874.*

THE years 1873 and 1874 were years of depression as regards commerce and production in many of the principal producing countries of Europe; such was not the case in Poland, and the commercial movement was largely in excess of previous years.

The tables of imports and exports for 1873 show an augmentation under almost every head, while the local industries are also in a satisfactory condition.

Agricultural interests, for reasons which will be given under the head of agriculture, did not make a brilliant season in 1874.

## NAVIGATION.

The winter of 1873 and 1874 was a severe one, but the navigation of the Polish waters opened about the usual time. There were severe floods in the month of May, owing to a few hot days melting the snow in the Carpathians, which was followed by a drought which lasted for nine weeks until the 8th of August, the ordinary rise in the river, which usually occurs about the 20th of June and again the 20th of July, having never taken place, and the scarcity of water was of the most distressing character.

The average depth of water in the Vistula for each month of the year 1874 was as follows:—

|           |    |    |    |    |    | Ft. in. |
|-----------|----|----|----|----|----|---------|
| January   | .. | .. | .. | .. | .. | 3 10    |
| February  | .. | .. | .. | .. | .. | 3 11    |
| March     | .. | .. | .. | .. | .. | 4 10    |
| April     | .. | .. | .. | .. | .. | 7 4     |
| May       | .. | .. | .. | .. | .. | 7 8     |
| June      | .. | .. | .. | .. | .. | 3 8     |
| July      | .. | .. | .. | .. | .. | 1 7     |
| August    | .. | .. | .. | .. | .. | 0 11    |
| September | .. | .. | .. | .. | .. | 0 7     |
| October   | .. | .. | .. | .. | .. | 0 3     |
| November  | .. | .. | .. | .. | .. | 0 6     |
| December  | .. | .. | .. | .. | .. | 3 4     |

The greatest depth of water recorded was 17 feet 8 inches on the 23rd of May, the lowest 0 feet 0 inches on the 8th of October, the average being 3 feet 3 inches.

## FREIGHT.

The charges for freight for corn or other goods in sailing boats, or gabars, towed by steam boats, for the year 1874, per 1 last of 32 korzec, or 51 cwt., were as follows:—

|                                    |    |    |    | Rs. | Rs.   |
|------------------------------------|----|----|----|-----|-------|
| From Zarwachost to Dantzig, from.. | .. | .. | .. | 16  | to 18 |
| " Pulawy                           | "  | "  | .. | 11  | " 16  |
| " Iwangrod                         | "  | "  | .. | 10  | " 13½ |
| " Warsaw                           | "  | "  | .. | 7   | " 9   |
| " Plock                            | "  | "  | .. | 4½  | " 6   |
| " Wloclawek                        | "  | "  | .. | 3½  | " 4½  |

## INSURANCE.

|                           |    |    |    | Per cent.        |
|---------------------------|----|----|----|------------------|
| From Zawichost to Dantzic | .. | .. | .. | 12 $\frac{1}{2}$ |
| " Pulawy                  | "  | .. | .. | 1 $\frac{1}{2}$  |
| " Iwangrod                | "  | .. | .. | 1 $\frac{1}{2}$  |
| " Warsaw                  | "  | .. | .. | 1                |
| " Plock                   | "  | .. | .. | 0 $\frac{1}{2}$  |
| " Wloclawek               | "  | .. | .. | 0 $\frac{3}{8}$  |

The total value of goods imported and exported by the Vistula in 1873 amounts to 11,661,516 r. (1,597,467*l.*), showing a decrease of 4,102,625 r. (562,003*l.*) from the previous year.

The value of goods imported by the Vistula in 1873 are estimated at 2,138,880 r. (292,997*l.*), of which the following are the principal articles:—

## IMPORTS.

|                    |    |    |    |    | Roubles. |
|--------------------|----|----|----|----|----------|
| Metals, unworked   | .. | .. | .. | .. | 585,528  |
| Drugs              | .. | .. | .. | .. | 375,321  |
| Rice               | .. | .. | .. | .. | 170,700  |
| Boats              | .. | .. | .. | .. | 115,200  |
| Salt               | .. | .. | .. | .. | 105,723  |
| Petroleum          | .. | .. | .. | .. | 84,940   |
| Dyes and colours   | .. | .. | .. | .. | 82,997   |
| Cements            | .. | .. | .. | .. | 65,247   |
| Resin              | .. | .. | .. | .. | 46,085   |
| Groceries          | .. | .. | .. | .. | 44,181   |
| Ale and porter     | .. | .. | .. | .. | 43,439   |
| Bricks, fire-proof | .. | .. | .. | .. | 41,048   |
| Coals and coke     | .. | .. | .. | .. | 36,825   |
| Herrings           | .. | .. | .. | .. | 35,487   |
| Hardware           | .. | .. | .. | .. | 32,492   |
| Plants and seeds   | .. | .. | .. | .. | 29,158   |
| Grease             | .. | .. | .. | .. | 28,700   |
| Hides              | .. | .. | .. | .. | 26,630   |
| Oil                | .. | .. | .. | .. | 24,435   |
| Chalk              | .. | .. | .. | .. | 23,020   |
| Asphalt            | .. | .. | .. | .. | 20,050   |
| Brimstone          | .. | .. | .. | .. | 14,830   |
| Stationery         | .. | .. | .. | .. | 13,307   |
| Tallow             | .. | .. | .. | .. | 9,745    |
| Draining tiles     | .. | .. | .. | .. | 9,600    |
| Pitch              | .. | .. | .. | .. | 8,420    |
| Clay               | .. | .. | .. | .. | 7,960    |
| Corn               | .. | .. | .. | .. | 7,800    |
| Fruit              | .. | .. | .. | .. | 6,835    |
| Stone              | .. | .. | .. | .. | 6,470    |
| Machinery          | .. | .. | .. | .. | 5,435    |
| Articles of food   | .. | .. | .. | .. | 4,600    |
| Mead and honey     | .. | .. | .. | .. | 4,500    |

Showing a decrease from the previous year of 1,326,899 r. (181,766*l.*).<sup>†</sup>

The value of goods exported by the Vistula in the same year is estimated at 9,522,636 r. (1,304,470*l.*), of which the following are the principal:—

## EXPORTS.

|                 |    |    |    |    | Roubles.  |
|-----------------|----|----|----|----|-----------|
| Wood and timber | .. | .. | .. | .. | 7,313,966 |
| Rye             | .. | .. | .. | .. | 357,234   |
| Wheat           | .. | .. | .. | .. | 612,622   |
| Seeds           | .. | .. | .. | .. | 259,950   |
| Pease           | .. | .. | .. | .. | 204,263   |
| Wool            | .. | .. | .. | .. | 111,000   |
| Oil cake        | .. | .. | .. | .. | 69,200    |
| Tar and pitch   | .. | .. | .. | .. | 18,706    |
| Mead and honey  | .. | .. | .. | .. | 17,300    |
| Bran            | .. | .. | .. | .. | 13,775    |
| Oats            | .. | .. | .. | .. | 11,715    |
| Barley          | .. | .. | .. | .. | 10,612    |
| Hemp seed       | .. | .. | .. | .. | 10,375    |
| Bones           | .. | .. | .. | .. | 3,000     |
| Wooden articles | .. | .. | .. | .. | 2,044     |
| Machinery       | .. | .. | .. | .. | 1,200     |

Showing a decrease from the previous year of 2,775,726 r. (380,236/.).

## TRADE AND COMMERCE.

The external commerce of Poland exhibits more favourable features than has been the case for some years.

The imports show a considerable falling off, while the exports exhibit an improvement of about 400,000/.

The decrease of imports is doubtless to be accounted for by the general stagnation, owing to the over-production in foreign countries in the years 1872 and 1873.

As regards British commerce the United Kingdom continues to do an extensive business with Poland, both in imports and exports, and the consumption of British goods continues to make the same progress which has been noted in former years.

## EXTERNAL COMMERCE OF THE KINGDOM OF POLAND (VIA THE POLISH CUSTOM-HOUSES) FOR THE YEAR 1873.

## IMPORTS.

|                      |    |    |    |    | Roubles.    |
|----------------------|----|----|----|----|-------------|
| Goods                | .. | .. | .. | .. | 93,395,915  |
| Gold coin, foreign   | .. | .. | .. | .. | 38,545      |
| „ Russian            | .. | .. | .. | .. | 57,344      |
| Gold bullion         | .. | .. | .. | .. | 241,150     |
| Silver               | .. | .. | .. | .. | 6,950,190   |
| Silver coin, foreign | .. | .. | .. | .. | 2,287,541   |
| „ Russian            | .. | .. | .. | .. | 2,400       |
| Total                | .. | .. | .. | .. | 102,973,035 |

## EXPORTS.

|                      |    |    |    |    | Roubles.   |
|----------------------|----|----|----|----|------------|
| Goods                | .. | .. | .. | .. | 81,695,975 |
| Gold coin, foreign   | .. | .. | .. | .. | ..         |
| „ Russian            | .. | .. | .. | .. | 2,418,042  |
| Silver coin, foreign | .. | .. | .. | .. | 43,460     |
| „ Russian            | .. | .. | .. | .. | 31,225     |
| Gold bullion         | .. | .. | .. | .. | ..         |
| Silver               | .. | .. | .. | .. | 2,000      |
| Total                | .. | .. | .. | .. | 84,190,702 |

Making a total balance of 187,163,787 r. (25,638,874/.).

By excluding the custom-house of Wierzbolowo, as representing nearly the exclusive transit to Russia by railway, the following will be the external trade for Poland:—

| IMPORTS.             |    |    |    |    |    | Roubles.   |
|----------------------|----|----|----|----|----|------------|
| Goods..              | .. | .. | .. | .. | .. | 60,975,143 |
| Gold coin, foreign   | .. | .. | .. | .. | .. | 12,000     |
| „ Russian            | .. | .. | .. | .. | .. | 30,000     |
| Silver coin, foreign | .. | .. | .. | .. | .. | 1,150,090  |
| „ Russian            | .. | .. | .. | .. | .. | 2,400      |
| Gold bullion         | .. | .. | .. | .. | .. | 18,900     |
| Silver „             | .. | .. | .. | .. | .. | 357,845    |
| Total                | .. | .. | .. | .. | .. | 62,546,489 |

| EXPORTS.             |    |    |    |    |    | Roubles.   |
|----------------------|----|----|----|----|----|------------|
| Goods..              | .. | .. | .. | .. | .. | 45,315,930 |
| Gold coin, foreign   | .. | .. | .. | .. | .. | ..         |
| „ Russian            | .. | .. | .. | .. | .. | ..         |
| Silver coin, foreign | .. | .. | .. | .. | .. | 43,460     |
| „ Russian            | .. | .. | .. | .. | .. | 30,570     |
| Gold bullion         | .. | .. | .. | .. | .. | ..         |
| Silver „             | .. | .. | .. | .. | .. | 2,000      |
| Total                | .. | .. | .. | .. | .. | 45,391,960 |

Making a total of 107,938,449 r. (14,510,746*l*), and showing an increase over the previous year of 10,110,368 r. (1,384,981*l*), namely, in the imports 3,400,324 r. (465,797*l*); and in the exports 6,710,044 r. (919,184*l*).

The following are the principal articles of exports and imports for the year 1873:—

## EXPORTS.

|                             | Not including<br>Wierzbolowo. | Via<br>Wierzbolowo. |
|-----------------------------|-------------------------------|---------------------|
|                             | Roubles.                      | Roubles.            |
| Wood and timber .. ..       | 11,234,293                    | 111,535             |
| Rye .. ..                   | 10,546,211                    | 5,896,615           |
| Wool .. ..                  | 2,695,821                     | 66,928              |
| Wheat .. ..                 | 2,464,375                     | 446,200             |
| Flax .. ..                  | 2,178,663                     | 7,400,351           |
| Swine .. ..                 | 1,010,224                     | 1,114,740           |
| Spirits .. ..               | 872,022                       | 45,532              |
| Hemp .. ..                  | 602,490                       | 3,092,900           |
| Caviar .. ..                | 505,868                       | 67,795              |
| Metals, unworked .. ..      | 483,737                       | 23,044              |
| Peas .. ..                  | 435,361                       | 383,282             |
| Seeds and plants .. ..      | 433,192                       | 2,298,988           |
| Flour .. ..                 | 424,409                       | 17,210              |
| Hides and leather .. ..     | 415,709                       | 1,415,034           |
| Horses .. ..                | 361,246                       | 281,550             |
| Calves, sheep, and goats .. | 333,693                       | 40                  |
| Fowls .. ..                 | 310,511                       | 9,159               |
| Barley .. ..                | 297,178                       | 647,048             |
| Bristles .. ..              | 277,928                       | 509,053             |
| Turpentine .. ..            | 251,053                       | 151,314             |
| Oil cake .. ..              | 250,069                       | 60,340              |
| Flax seed .. ..             | 231,403                       | 1,168,308           |
| Oats .. ..                  | 220,344                       | 1,216,130           |
| Bran .. ..                  | 186,511                       | 1,845               |
| Silk, raw .. ..             | 184,750                       | 63,750              |
| Cement .. ..                | 180,688                       | 15                  |
| Buckwheat .. ..             | 155,642                       | 38,368              |
| Feathers .. ..              | 149,762                       | 224,400             |
| Metal articles .. ..        | 137,832                       | 61,659              |
| Bones .. ..                 | 105,321                       | 193,470             |
| Eggs .. ..                  | 103,335                       | ..                  |
| Fur skins .. ..             | 95,591                        | 1,156,930           |
| Oil seeds .. ..             | 90,728                        | 136,004             |
| Oil, colza .. ..            | 78,601                        | 254,013             |
| Hair, goats' .. ..          | 75,198                        | 500                 |
| Fruit .. ..                 | 68,655                        | 11,261              |
| Wooden articles .. ..       | 59,724                        | 8,160               |
| Charcoal .. ..              | 58,293                        | ..                  |
| Woollen fabrics .. ..       | 58,202                        | 39,390              |
| Books .. ..                 | 48,682                        | 18,565              |
| Mead and honey .. ..        | 46,145                        | 30                  |
| .. ..                       | 32,966                        | ..                  |
| Cattle .. ..                | 27,775                        | 200                 |
| Drugs .. ..                 | 25,515                        | 20,880              |
| Glue .. ..                  | 17,005                        | 45,161              |
| Tow .. ..                   | 16,905                        | 139,476             |
| Flax, spun .. ..            | 1,240                         | 3,025,440           |
| Hempen fabrics .. ..        | 11,014                        | 70,559              |
| Meat .. ..                  | 8,305                         | 50,706              |
| Grits .. ..                 | 7,046                         | 2,601,830           |

The principal articles of exports to England were: corn, timber, wool, hemp, flax, turpentine, oil cakes.



## IMPORTS.

|                                     | Not including<br>Wierzbolowo. | V.A<br>Wierzbolowo. |
|-------------------------------------|-------------------------------|---------------------|
|                                     | Roubles.                      | Roubles.            |
| Metals, unworked .. ..              | 8,29,022                      | 1,201,026           |
| Cotton, raw .. ..                   | 6,022,663                     | 4,046,678           |
| " spun .. ..                        | 5,486,843                     | 136,646             |
| Machinery .. ..                     | 3,744,351                     | 5,323,452           |
| Wool, raw and spun .. ..            | 3,678,319                     | 1,110,265           |
| Salt .. ..                          | 2,959,860                     | 89,504              |
| Woollen fabrics .. ..               | 2,599,762                     | 1,400,880           |
| Silk .. ..                          | 2,791,032                     | 552,378             |
| Petroleum .. ..                     | 2,254,241                     | 713,108             |
| Hardware .. ..                      | 1,759,205                     | 1,034,434           |
| Herrings and fish .. ..             | 1,294,850                     | 704,211             |
| Wine, porter, and ale .. ..         | 1,602,290                     | 61,492              |
| Cotton fabrics .. ..                | 1,504,570                     | 354,543             |
| Hempen " .. ..                      | 1,288,998                     | 1,003,594           |
| Dyes and colours .. ..              | 1,215,226                     | 311,669             |
| Silk fabrics .. ..                  | 1,040,048                     | 1,150,931           |
| Spinning machines .. ..             | 870,227                       | 897,797             |
| Chemicals .. ..                     | 866,456                       | 194,535             |
| Fruit, dry .. ..                    | 832,741                       | 63,001              |
| Groceries .. ..                     | 749,267                       | 416,692             |
| Coal and coke .. ..                 | 701,005                       | 10,865              |
| Railway carriages .. ..             | 609,700                       | 1,570,200           |
| Tobacco .. ..                       | 532,273                       | 71,851              |
| Tea .. ..                           | 450,163                       | 1,830,176           |
| Articles of food .. ..              | 429,644                       | 2,671               |
| Wooden articles .. ..               | 405,479                       | 42,125              |
| Yeast .. ..                         | 382,511                       | 261                 |
| Agricultural implements .. ..       | 375,904                       | 443,420             |
| Clothes .. ..                       | 325,809                       | 671,057             |
| Corn .. ..                          | 322,023                       | 17,258              |
| Stationery .. ..                    | 307,718                       | 83,705              |
| Musical instruments .. ..           | 305,644                       | 101,749             |
| Laces .. ..                         | 295,141                       | 223,936             |
| Hides .. ..                         | 294,281                       | 22,943              |
| Oil, colza .. ..                    | 279,777                       | 40,993              |
| Fancy articles .. ..                | 267,355                       | 159,113             |
| Cattle and horses .. ..             | 246,323                       | ..                  |
| Watches .. ..                       | 220,123                       | 3,719,981           |
| Leather, dressed .. ..              | 215,305                       | 129,345             |
| Flax, spun .. ..                    | 212,418                       | 27,187              |
| Glass .. ..                         | 211,977                       | 101,601             |
| Furs .. ..                          | 177,113                       | 723,337             |
| Books and music .. ..               | 175,820                       | 1,385,230           |
| Gum and gutta percha articles .. .. | 154,671                       | 203,865             |
| Plants .. ..                        | 146,236                       | 101,530             |
| Iron castings .. ..                 | 145,681                       | 197,681             |
| Stones .. ..                        | 135,497                       | 2,798               |
| Hops .. ..                          | 134,226                       | 129,062             |
| Porcelain .. ..                     | 125,643                       | 27,843              |
| Cement .. ..                        | 101,901                       | 6,680               |
| Oil, various .. ..                  | 99,756                        | 78,620              |
| Rum and brandy .. ..                | 99,016                        | 1,313               |
| Hats and caps .. ..                 | 90,686                        | 269,303             |
| Wax .. ..                           | 88,366                        | 26,165              |
| Articles of clay and cement .. ..   | 82,986                        | 253                 |
| Flour .. ..                         | 77,519                        | 23,072              |
| Copper articles .. ..               | 75,235                        | 30,038              |
| Leather articles .. ..              | 71,226                        | 85,996              |
| Opticians' articles .. ..           | 70,446                        | 61,339              |
| Matches .. ..                       | 66,834                        | 357                 |

|                                | Not including<br>Wierzbolowo. | Via<br>Wierzbolowo. |
|--------------------------------|-------------------------------|---------------------|
|                                | Roubles.                      | Roubles.            |
| Fruit, fresh .. ..             | 63,876                        | 378                 |
| Mead and honey .. ..           | 59,614                        | 5,235               |
| Tow .. ..                      | 57,271                        | 252                 |
| Articles for chemists .. ..    | 56,752                        | 1,539               |
| Clay, raw .. ..                | 43,471                        | 4,433               |
| Bronze articles .. ..          | 35,013                        | 35,864              |
| Barometers .. ..               | 33,876                        | 46,320              |
| Starch .. ..                   | 34,990                        | ..                  |
| Cheese .. ..                   | 34,933                        | 16,902              |
| Asphalt .. ..                  | 33,042                        | ..                  |
| Gold and silver articles .. .. | 32,376                        | 6,939               |
| Engravings .. ..               | 31,582                        | 25,105              |
| Marble articles .. ..          | 23,446                        | 4,183               |

The total value of imports, via the custom-house of Wierzbolowo, amounts to 34,420,772 r. (4,715,174*l.*), showing a decrease from the previous year of 2,497,815 r. (342,166*l.*).

The duty paid at the Polish custom-houses in 1873, including Wierzbolowo, amounts to 10,907,773 r. (1,494,215*l.*), showing an increase over the previous year of 1,265,480 r. (173,352*l.*).

#### BANKING.

*Crédit Foncier*.—The statement of this bank gives the following result for the year 1874:—

| Dr.   | Roubles    | c.  |
|---|------------|-----|
| Value of debentures in circulation .. ..      | 66,273,593 | 90  |
| Residue for paying cancelled debentures .. .. | 827,134    | 33  |
| Deposits in this and the bank of Poland .. .. | 23,932,385 | 85  |
| Total.. ..                                    | 91,033,114 | 13  |
|   |            |     |
| Cr.   | Roubles    | c.  |
| Value of mortgages .. ..                      | 66,273,593 | 90  |
| Arrears on estates .. ..                      | 860,622    | 75½ |
| Various arrears and fines .. ..               | 534,342    | 39½ |
| In public securities .. ..                    | 1,552,299  | 37  |
| Value of buildings .. ..                      | 555,562    | 51½ |
| „ other property .. ..                        | 43,657     | 51  |
| Cash-in hand and deposits in bank .. ..       | 25,043,563 | 05  |
| Total.. ..                                    | 94,863,641 | 49½ |

Showing a balance in favour of this bank of 3,830,527 r. 36½ c. (524,729*l.*), and an increase over the previous year of 186,476 r. (25,544*l.*).

The total amount of loans effected by this bank is 82,688,770 r. (11,327,228*l.*), secured on 6,799 estates, an average of 12,210 r. (1,671*l.*).

The number of estates offered for sale by this bank during the year 1874 amounted to 916, and of those sold to 15; 797 paid their arrears, and 104 are exposed for sale in the current year.

The following table shows the exchange of debentures for the year 1874:—

|                                  | 100 Roubles Debentures. |    |            |    |             |     |
|----------------------------------|-------------------------|----|------------|----|-------------|-----|
|                                  | I Series.               |    | II Series. |    | 5 per Cent. |     |
|                                  | R.                      | c. | R.         | c. | R.          | c.  |
| Highest, 2nd January .. ..       | 94                      | 60 | ..         | .. | ..          | ..  |
| „ 17th March .. ..               | ..                      | .. | 93         | 90 | ..          | ..  |
| Lowest, 29th August .. ..        | 92                      | 30 | 91         | 80 | ..          | ..  |
| Highest, 5th January .. ..       | ..                      | .. | ..         | .. | 92          | 95  |
| Lowest, 11th November .. ..      | ..                      | .. | ..         | .. | 90          | 60  |
| Average exchange for the year .. | 93                      | 45 | 92         | 85 | 91          | 77½ |

## BANKS.

The annual report of the Bank of Poland gives the following return for the year 1874:—

| Dr.  |    |    |    |    |    | Roubles    | c.  |
|--|----|----|----|----|----|------------|-----|
| Cash .. ..                                   | .. | .. | .. | .. | .. | 1,655,189  | 21  |
| Bank notes, property of the bank .. ..       | .. | .. | .. | .. | .. | 3,620,453  | 63½ |
| „ and foreign bills purchased .. ..          | .. | .. | .. | .. | .. | 8,411,899  | 02½ |
| Loans effected .. ..                         | .. | .. | .. | .. | .. | 2,632,104  | 10¾ |
| Current accounts .. ..                       | .. | .. | .. | .. | .. | 8,512,198  | 03½ |
| Due from various government departments ..   | .. | .. | .. | .. | .. | 1,504,620  | 19½ |
| On mortgages and various loans .. ..         | .. | .. | .. | .. | .. | 4,034,776  | 82  |
| Branch banks .. ..                           | .. | .. | .. | .. | .. | 525,037    | 93½ |
| Property of bank in buildings, &c. .. ..     | .. | .. | .. | .. | .. | 334,867    | 00  |
| Total .. ..                                  | .. | .. | .. | .. | .. | 31,231,145 | 96½ |
| Cr.  |    |    |    |    |    | Roubles    | c.  |
| Bank notes in circulation .. ..              | .. | .. | .. | .. | .. | 417,081    | 00  |
| Funds for payment to national debts .. ..    | .. | .. | .. | .. | .. | 1,864,952  | 04½ |
| Capital belonging to various institutions .. | .. | .. | .. | .. | .. | 3,240,623  | 56½ |
| Various deposits .. ..                       | .. | .. | .. | .. | .. | 13,606,303 | 37½ |
| Capital on interest .. ..                    | .. | .. | .. | .. | .. | 1,204,433  | 50¾ |
| Sums for transmission .. ..                  | .. | .. | .. | .. | .. | 1,633,702  | 35  |
| Capital in reserve .. ..                     | .. | .. | .. | .. | .. | 346,532    | 97½ |
| „ of the bank .. ..                          | .. | .. | .. | .. | .. | 8,000,000  | 00  |
| Total .. ..                                  | .. | .. | .. | .. | .. | 30,313,628 | 81½ |

Showing a balance in favour of the bank of 917,517 r. 15 c. (111,988 l.), and an increase over the previous year of 53,706 r. (7,220 l.).

The total operation of this bank amounted to 644,124,127 r. (88,236,181 l.), showing an increase over the year 1873 of 95,268,049 r. (13,050,417 l.).

The number of bills transacted in this and its branch banks amounts to 56,714, for the sum of 32,433,228 r. (4,442,907 l.), showing an increase over the previous year of 11,564 bills, for the sum of 6,418,538 r. (879,251 l.).

Besides the seven branch banks already existing, the names of which were already given in the last report, two more are to be established, namely, at Lomza and Andreieffe, in the government of Kielce, making nine in all.

The following is the average rate of exchange per £ sterling for each month of the year:—

|            |    |    |    |    |    | R. | c. |
|------------|----|----|----|----|----|----|----|
| January    | .. | .. | .. | .. | .. | 7  | 32 |
| February   | .. | .. | .. | .. | .. | 7  | 26 |
| March      | .. | .. | .. | .. | .. | 7  | 23 |
| April      | .. | .. | .. | .. | .. | 7  | 20 |
| May        | .. | .. | .. | .. | .. | 7  | 26 |
| June       | .. | .. | .. | .. | .. | 7  | 22 |
| July       | .. | .. | .. | .. | .. | 7  | 18 |
| August     | .. | .. | .. | .. | .. | 7  | 15 |
| September  | .. | .. | .. | .. | .. | 7  | 18 |
| October    | .. | .. | .. | .. | .. | 7  | 17 |
| November   | .. | .. | .. | .. | .. | 7  | 15 |
| December.. | .. | .. | .. | .. | .. | 7  | 14 |

The average exchange for the year being 7 r. 20 c. The highest was 7 r. 40 c., on the 2nd and 3rd of January; the lowest 7 r. 11 c., on the 28th and 30th of November.

*Commercial Bank at Warsaw.*—The total operation of this bank, together with its branch bank at St. Petersburg, amounts to 1,251,381,668 r. (171,422,146*l.*), namely,—

|                |    |    |    |    | Roubles       | £            |
|----------------|----|----|----|----|---------------|--------------|
| At Warsaw      | .. | .. | .. | .. | 431,332,210   | = 59,086,602 |
| St. Petersburg | .. | .. | .. | .. | 820,049,458   | 112,335,544  |
| Total          | .. | .. | .. | .. | 1,251,381,668 | 171,422,146  |

Showing an increase in the operation of this bank, over the previous year, of—

|                  |    |    |    |    | Roubles     | £           |
|------------------|----|----|----|----|-------------|-------------|
| At Warsaw        | .. | .. | .. | .. | 17,189,767  | = 2,354,762 |
| St. Petersburg.. | .. | .. | .. | .. | 299,514,614 | 41,029,897  |
| Total            | .. | .. | .. | .. | 316,704,381 | 43,384,159  |

leaving a balance in favour of this bank of 636,148 r. (87,143*l.*), and showing an increase over the year 1873, of 118,458 r. (15,738*l.*).

The capital of this bank was 5,400,000 r. (739,726*l.*), 400,000 r. (54,794*l.*) more than last year, and giving the shareholders 10 per cent., 1 per cent. more than the previous year.

*Discount Bank at Warsaw.*—The total transactions of this bank in 1874 amounted to 191,322,647 r. (26,208,581*l.*), showing a decrease from the previous year of 2,103,741 r. (288,183*l.*), and a balance in favour of that bank of 180,000 r. (24,657*l.*), and an increase over the previous year of 28,000 r. (3,692*l.*), and 1½ per cent. dividend more than the preceding year.

*Bank of Mutual Credit.*—The total transactions of this bank in 1874 amount to 43,977,686 r. (6,024,340*l.*), and shows an increase in the operation over the previous year of 2,525,039 r. (345,895*l.*), leaving a balance in favour of this bank of 77,033 r. (10,552*l.*), and an increase of 16,810 r. (2,302*l.*), allowing the members 10 per cent., 1 per cent. more than last year, and reserving 11,333 r. (1,552*l.*) for unforeseen emergencies.

#### AGRICULTURE.

The harvest of 1874, as regards wheat, was excellent; but other cereals gave a moderate yield, and in general, all the spring-sown corn crops were far from an average, on account of the unprecedented drought, which lasted from the end of May to 12th of August. In May there were serious floods which destroyed much hay, covering the low-

lying lands with sand and pebbles, and the supervening absence of rain caused hay to rise to an exorbitant price.

Potatoes were a short crop from want of wet as well as all other root crops; beetroot was scarcely three-fifths of the usual yield, but owing to the high prices of sugar, the sugar factories suffered nothing in their profits.

TABLE showing the Agricultural Produce sown and reaped in the Kingdom of Poland for 1873.

| Name of Government.         | Sown.              |                    |                    | Reaped.              |                      |                      |
|-----------------------------|--------------------|--------------------|--------------------|----------------------|----------------------|----------------------|
|                             | Winter.            | Spring.            | Potatoes.          | Winter.              | Spring.              | Potatoes.            |
| Warsaw ... ..               | Chetverts. 275,358 | Chetverts. 270,255 | Chetverts. 676,256 | Chetverts. 1,288,737 | Chetverts. 1,184,417 | Chetverts. 4,639,725 |
| Kalish... ..                | 282,046            | 245,341            | 464,792            | 1,262,030            | 1,249,155            | 2,233,253            |
| Petrokow ... ..             | 247,439            | 318,822            | 680,128            | 768,444              | 1,359,283            | 2,750,830            |
| Radom... ..                 | 221,860            | 224,128            | 241,798            | 822,660              | 1,222,980            | 1,259,927            |
| Kielce ... ..               | 179,860            | 203,661            | 245,884            | 459,421              | 834,538              | 1,086,004            |
| Lublin ... ..               | 268,658            | 327,186            | 340,568            | 1,057,102            | 1,458,155            | 2,215,913            |
| Plock ... ..                | 273,224            | 263,866            | 419,999            | 1,582,921            | 1,490,564            | 2,433,080            |
| Lomza... ..                 | 178,715            | 168,152            | 259,419            | 714,171              | 597,021              | 860,213              |
| Siedlce ... ..              | 197,432            | 198,229            | 261,900            | 705,894              | 857,460              | 1,480,520            |
| Suwalki ... ..              | 203,235            | 232,905            | 231,450            | 994,238              | 1,036,965            | 1,460,930            |
| Total ... ..                | 2,327,827          | 2,252,545          | 3,822,194          | 9,655,618            | 11,290,438           | 20,520,395           |
| Increase over the year 1872 | 52,615             | ...                | 404,012            | 431,562              | 75,597               | 50,948               |
| Decrease ... ..             | ...                | 81,743             | ...                | ...                  | ...                  | ...                  |

Of the produce of 1873, 59 per cent. was consumed for breadstuffs in the country, 20 per cent. for seed, and 10 per cent. for distilleries; the remainder was exported.

*Wool Fair.*—The quantity of wool offered at the Warsaw fair, which opened on the 15th and closed on the 24th of June, is given at 43,460 poods 5 lbs., showing an increase over the previous year of 5,062 poods 32 lbs. The movement in the wool business in the latter months of past year and the first six months of the current year was very indifferent. The principal manufactories in Lodz, Tomaszow, Ozorkow, and Bialystok have for the last two years had some difficulty in disposing of their produce, and therefore confined themselves merely to orders, and did not supply their depôts with ready-made goods. Foreign agents and manufacturers did hardly any business during that time, so that the increase of wool at this fair is chiefly to be attributed to the trifling transactions before the commencement of the fair. Notwithstanding the unfavourable reports from foreign wool markets, particularly from Breslau and Posen, at the beginning there were hardly any bidders. The local manufacturers and foreign agents, of whom there were very few, bought general lots of the first and best-washed qualities, but not until the unfavourable state of the wool market at Berlin reached Warsaw did the wool producers lower their prices from 6 to 8 th. per cwt., and in some cases even more. The washing of wool in general was good, some lots even excellent, and the latter were sold at good and even higher prices than last year.

The yield of wool shows an increase of nearly 10 per cent. above the previous year, and the wool producers were in a certain degree compensated for the reduction of the prices.



The average prices of the various qualities of wool produced at this fair per 1 cwt. of 132 lbs. Russian, equal to 120 lbs. English, were as follows:—

|                         |    |    |    |    | Thalers.   |
|-------------------------|----|----|----|----|------------|
| 1st quality prime, from | .. | .. | .. | .. | 110 to 120 |
| 2nd " thin, "           | .. | .. | .. | .. | 90 105     |
| 3rd " middling, from    | .. | .. | .. | .. | 74 85      |
| 4th " " "               | .. | .. | .. | .. | 60 72      |
| 5th " coarse, " "       | .. | .. | .. | .. | 46 56      |

The average price of wool at this fair in English currency was from 9*l.* 10*s.* 10*d.* to 10*l.* 17*s.* 6*d.*, and the various qualities as follows:—

|                         |    |    |    | £ s. d.           | £ s. d. |
|-------------------------|----|----|----|-------------------|---------|
| 1st quality prime, from | .. | .. | .. | 13 15 0 to 15 0 0 |         |
| 2nd " thin, "           | .. | .. | .. | 11 15 0           | 13 12 6 |
| 3rd " middling, from    | .. | .. | .. | 9 5 0             | 10 12 6 |
| 4th " " "               | .. | .. | .. | 7 10 0            | 9 0 0   |
| 5th " coarse, " "       | .. | .. | .. | 5 15 0            | 7 0 0   |

Of the whole quantity of wool produced, about two-thirds was sold, and the remainder left in depôts of different private banks.

TABLE showing the Cattle Diseases in the Kingdom of Poland for the Year 1873.

| Name of Locality.        | Number of Sick Cattle. | Died. | Killed. | Killed for Precaution. | Re-covered. | Total died and Killed. |
|--------------------------|------------------------|-------|---------|------------------------|-------------|------------------------|
| Government of Warsaw ... | 558                    | 129   | 425     | 611                    | 4           | 1,165                  |
| " Petrokow ...           | 168                    | 43    | 125     | 203                    | ...         | 371                    |
| " Lublin ...             | 1,702                  | 141   | 1,558   | 766                    | 3           | 2,465                  |
| " Radom ...              | 25                     | 17    | 15      | 61                     | ...         | 93                     |
| " Plock ...              | 822                    | 800   | ...     | ...                    | 22          | 800                    |
| " Kielce ...             | 15                     | 8     | ...     | 10                     | ...         | 15                     |
| " Lomza ...              | 1,314                  | 431   | 888     | 503                    | 611         | 1,831                  |
| " Siedlce ...            | 62                     | 20    | 42      | 68                     | ...         | 120                    |
| " Suwalki ...            | 602                    | 66    | 536     | 396                    | ...         | 398                    |
| Town of Warsaw ...       | 265                    | 22    | 133     | 110                    | ...         | 265                    |
| Total ...                | 5,533                  | 1,674 | 3,732   | 2,718                  | 540         | 8,123                  |

The following table shows the average prices in the Warsaw market for the year 1874:—

|                             | Per—        | Price. |                                |
|-----------------------------|-------------|--------|--------------------------------|
|                             |             | R.     | c.                             |
| Wheat .. .. .               | Chetvert .. | 12     | 34                             |
| Rye .. .. .                 | " ..        | 8      | 70                             |
| Barley .. .. .              | " ..        | 7      | 58                             |
| Oats .. .. .                | " ..        | 5      | 91                             |
| Buckwheat .. .. .           | " ..        | 7      | 67                             |
| Peas .. .. .                | " ..        | 10     | 30                             |
| Beans .. .. .               | " ..        | 14     | 43                             |
| Potatoes .. .. .            | " ..        | 3      | 58                             |
| Beetroots .. .. .           | " ..        | 3      | 83                             |
| Coals .. .. .               | " ..        | 1      | 47                             |
| Beef .. .. .                | Lb. ..      | 0      | 12 <sup>3</sup> / <sub>4</sub> |
| Pork .. .. .                | " ..        | 0      | 14                             |
| Veal .. .. .                | " ..        | 0      | 13 <sup>3</sup> / <sub>4</sub> |
| Mutton .. .. .              | " ..        | 0      | 11 <sup>3</sup> / <sub>4</sub> |
| Lard .. .. .                | " ..        | 0      | 19 <sup>3</sup> / <sub>4</sub> |
| Butter .. .. .              | " ..        | 0      | 34                             |
| Bread, black .. .. .        | " ..        | 0      | 04                             |
| " white .. .. .             | " ..        | 0      | 07 <sup>3</sup> / <sub>4</sub> |
| Candles, stearine .. .. .   | " ..        | 0      | 25 <sup>1</sup> / <sub>2</sub> |
| " tallow .. .. .            | " ..        | 0      | 18                             |
| " wax .. .. .               | " ..        | 0      | 79 <sup>1</sup> / <sub>2</sub> |
| Soap, common .. .. .        | " ..        | 0      | 12                             |
| Salt .. .. .                | " ..        | 0      | 02 <sup>1</sup> / <sub>2</sub> |
| Ox, fat .. .. .             | Head ..     | 93     | 95                             |
| " medium .. .. .            | " ..        | 70     | 35                             |
| " lean .. .. .              | " ..        | 49     | 15                             |
| Cow, medium .. .. .         | " ..        | 55     | 57                             |
| Calf .. .. .                | " ..        | 8      | 76                             |
| Sheep .. .. .               | " ..        | 3      | 78                             |
| Pig, fat .. .. .            | " ..        | 52     | 85                             |
| " medium .. .. .            | " ..        | 31     | 91                             |
| " lean .. .. .              | " ..        | 20     | 20                             |
| Horse, carriage .. .. .     | " ..        | 100    | 00                             |
| " cart .. .. .              | " ..        | 78     | 33                             |
| Ox hide .. .. .             | Piece ..    | 12     | 33                             |
| Horse hide .. .. .          | " ..        | 4      | 28                             |
| Calf hide .. .. .           | " ..        | 1      | 50                             |
| Sheep skin .. .. .          | " ..        | 0      | 87                             |
| Wood, hard .. .. .          | Klafter ..  | 13     | 37                             |
| " soft .. .. .              | " ..        | 11     | 40                             |
| Flour, rye .. .. .          | Pood ..     | 1      | 49 <sup>1</sup> / <sub>2</sub> |
| " wheat .. .. .             | " ..        | 2      | 44                             |
| Tallow .. .. .              | " ..        | 4      | 66 <sup>1</sup> / <sub>2</sub> |
| Lime .. .. .                | " ..        | 0      | 18 <sup>1</sup> / <sub>2</sub> |
| Bricks .. .. .              | Thousand .. | 18     | 00                             |
| Spirits, 78 degrees .. .. . | Viedro ..   | 5      | 88                             |
| " 46 " .. .. .              | " ..        | 3      | 83                             |
| Naphtha .. .. .             | " ..        | 1      | 75                             |
| Vinegar .. .. .             | " ..        | 1      | 11 <sup>1</sup> / <sub>2</sub> |
| A day labourer .. .. .      | Diem ..     | 0      | 55                             |
| A two-horse cart .. .. .    | " ..        | 3      | 19                             |
| A one " .. .. .             | " ..        | 2      | 08                             |

## AGRICULTURAL SHOW, WARSAW.

The agricultural show at Warsaw, which opened on the 15th and closed on the 25th of September, exhibited a most remarkable advance over the last meeting, which took place three years since, and the number of foreign exhibitors gave almost the character of an international exhibition.

Out of 772 exhibitors, 148 were foreigners, and 48 from the Russian Empire; the latter, however, were almost exclusively Poles from the provinces of Lithuania, Podolia, and Volhynia; while among the foreigners were of course reckoned the Polish exhibitors from Galicia.

The show was divided into various sections, namely, horticultural, agricultural, forest produce, live stock and animal produce, forest industries, machinery and implements, architecture and building materials, farm bookkeeping and accounts, 14 gold medals, 21 large silver medals, 50 small silver medals, and 77 bronze medals were awarded. In the agricultural section 3 gold, 16 silver, and 20 bronze medals were awarded. For live stock, 5 gold, 33 silver, and 25 bronze medals. Industrial section, 2 gold, 4 silver, and 10 bronze medals. For machinery, 3 gold, 7 silver, and 10 bronze medals. Architectural section, 1 gold, 3 silver, and 2 bronze medals. Farming section, 1 gold, 4 silver, and 2 bronze medals.

The total number of exhibitors who gained prizes or were favourably mentioned amounted to 437, of whom 163 received medals, and the remainder favourable mention, the thanks of the Committee, or money prizes. Foreign exhibitors received no medals, but were favourably mentioned, or received the thanks of the committee or diplomas.

The following are the British and American exhibitors who were specially mentioned:—Ruston and Proctor, Lincoln; Ransom, Sims, and Head; Garret and Sons; Marshal, Son, and Co.; Robey and Co.; E. R. Turner; Johnstons, Harvesters, Co. (America); Wood, Noel, Burdick, Buckey, Nicholson and Sons, Wallis and Stephens.

The exhibition, after all expenses, produced a net profit of 13,000 r., about 19,000*l.*, which sum is to be devoted to the founding of an agricultural museum at Warsaw.

The Committee, to whose efforts the great success of the show was due, comprised,—Baron Medem, Governor of Warsaw, President; Count Joseph Zameyski, Vice-President. Members:—Count Joseph Alexandrowicz, Count George Alexandrowicz, Count Alexander Ostrowski, Messrs. S. Gorski, Blumenfeld, Handke, Kubicki, James Natanson, Popow (American Consul), Rossman, Wolinski, Stanislas Wolowski, Ladislas Wolff, and Zochowski.

The number of persons who visited the exhibition was upwards of 120,000, and the sale of entrance tickets produced 21,000 r., something under 3,000*l.* sterling.

The prices charged to exhibitors, both for dépôts as well as live stock, were somewhat excessive, but the Exhibition already covered a very large area, and it was necessary to prevent the exhibition of indifferent stock, &c.

On the whole Poland has every reason to be proud of the Exhibition, which is a striking indication of the progress of the country in material prosperity, and the impetus thus given to agriculture and industries is recognized to have been very considerable.

TABLE showing the Population of the Kingdom of Poland for the Year 1873.

| Locality.                        | Male.     | Female.   | Total.    | Births. |         |         | Deaths. |         |         | Marriages. |
|----------------------------------|-----------|-----------|-----------|---------|---------|---------|---------|---------|---------|------------|
|                                  |           |           |           | Male.   | Female. | Total.  | Male.   | Female. | Total.  |            |
| Government of Warsaw ..          | 394,632   | 416,839   | 811,471   | 17,605  | 16,536  | 34,201  | 16,251  | 15,733  | 31,984  | 6,032      |
| "  Kalish ..                     | 336,225   | 351,046   | 687,371   | 14,511  | 14,938  | 29,449  | 11,100  | 11,452  | 22,552  | 5,217      |
| "  Petrokow ..                   | 330,385   | 351,510   | 682,495   | 15,314  | 16,468  | 30,782  | 14,233  | 14,497  | 28,730  | 4,840      |
| "  Radom ..                      | 265,879   | 281,066   | 546,945   | 13,043  | 12,165  | 25,213  | 13,004  | 12,399  | 25,403  | 4,403      |
| "  Lublin ..                     | 355,802   | 378,216   | 734,018   | 14,507  | 14,687  | 29,194  | 12,139  | 12,692  | 24,831  | 5,290      |
| "  Plock ..                      | 230,103   | 260,040   | 490,143   | 9,929   | 9,989   | 19,918  | 7,862   | 7,705   | 15,567  | 3,276      |
| "  Kielce ..                     | 261,034   | 275,112   | 536,146   | 11,726  | 11,968  | 23,694  | 11,985  | 11,891  | 23,876  | 4,386      |
| "  Siedlce ..                    | 268,100   | 282,003   | 550,103   | 11,800  | 11,500  | 23,300  | 8,112   | 8,416   | 16,528  | 3,690      |
| "  Lomza ..                      | 245,161   | 249,944   | 495,105   | 9,378   | 8,919   | 18,297  | 8,154   | 8,379   | 16,533  | 3,559      |
| "  Suwalki ..                    | 264,510   | 278,240   | 542,750   | 9,900   | 9,760   | 19,660  | 5,300   | 4,941   | 10,241  | 3,540      |
| Town of Warsaw ..                | 130,483   | 149,019   | 279,502   | 9,048   | 8,794   | 17,842  | 9,139   | 8,384   | 17,523  | 2,979      |
| Total ..                         | 3,082,914 | 3,273,035 | 6,356,049 | 136,766 | 134,784 | 271,550 | 117,275 | 116,583 | 233,858 | 47,212     |
| Showing an increase over 1872 .. | ..        | ..        | 79,474    | 6,517   | 6,004   | 12,521  | 23,809  | 23,194  | 46,993  | 1,841      |

In December, 1874, a fresh census was taken of the town of Warsaw, by which it appears that at that date the inhabitants, including 16,652 military, amounted to 302,475.

Of the 285,823 of the civil population, 197,766 are returned as permanent residents, and 88,057 as temporarily domiciled.

In classes, 32,476 are put down as nobles and landowners; 1,195 bankers and superior class in business, &c.; 12,852 shopkeepers, traders, &c.; 13,795 mechanics; 310 clergy; 6,747 foreigners.

In respect of religion, there are—

|  |    |    |    |    |         |
|--|----|----|----|----|---------|
| Roman Catholics..                        | .. | .. | .. | .. | 172,174 |
| Jews ..                                  | .. | .. | .. | .. | 89,838  |
| Protestants ..                           | .. | .. | .. | .. | 15,159  |
| Orthodox Greeks..                        | .. | .. | .. | .. | 7,696   |
| United Greeks ..                         | .. | .. | .. | .. | 679     |
| Armenians ..                             | .. | .. | .. | .. | 174     |
| Mahomedans ..                            | .. | .. | .. | .. | 54      |
| Old Believers (Russian Greek Dissenters) | .. | .. | .. | .. | 49      |

In comparison with the previous census the chief increase is with the Jews and Russians.

TABLE showing the prevalence of Cholera and Small-pox in the Kingdom of Poland for 1873.

| Name of Locality.        | Cholera.  |            |        | Small-pox. |            |       |
|--------------------------|-----------|------------|--------|------------|------------|-------|
|                          | Sickened. | Recovered. | Died.  | Sickened.  | Recovered. | Died. |
| Government of Warsaw ... | 7,873     | 3,996      | 3,877  | 3,941      | 2,827      | 1,114 |
| Petrokow ...             | 7,409     | 3,798      | 3,611  | 3,893      | 2,507      | 1,386 |
| Lublin ...               | 7,317     | 3,909      | 3,328  | ...        | ...        | ...   |
| Radom ...                | 10,253    | 5,261      | 4,992  | 3,377      | 2,464      | 913   |
| Kalish ...               | 2,958     | 1,717      | 1,241  | 2,392      | 1,715      | 677   |
| Plock ...                | 3,173     | 2,075      | 1,098  | ...        | ...        | 565   |
| Kielce ...               | 12,395    | 6,443      | 5,962  | 4,717      | 119        | 1,598 |
| Lomza ...                | 1,203     | 653        | 550    | 1,853      | 1,289      | 564   |
| Siedlee ...              | 5,691     | 2,782      | 2,823  | ...        | ...        | ...   |
| Suwalki ...              | 202       | 124        | 78     | 68         | 34         | 24    |
| Town of Warsaw ...       | 4,189     | 2,524      | 1,665  | 275        | 236        | 39    |
| Total ...                | 62,663    | 33,282     | 29,215 | 20,506     | 11,191     | 6,880 |
| Increase over 1872 ...   | 50,484    | 26,944     | 23,851 | 9,151      | 3,144      | 2,933 |

## INDUSTRIES.

The industries of the kingdom of Poland maintain the same progress which has been noted in the last few years. Various new factories have come into existence, and others have been enlarged, that of Gyrardow for linen has been nearly doubled.

The largest increase of production is that of the brick-kilns, which is due to the resumption of building operations in Warsaw and other towns; breweries, distilleries, and sugar boiling also exhibit a large augmentation of business.

The number of factories, workmen, and value of produce, as furnished from official sources, give the following statistics for the year 1873:—



## TOWN OF WARSAW.

|                                       | Number of<br>Factories. | Number of<br>Workmen. | Value of<br>Produce. |
|---------------------------------------|-------------------------|-----------------------|----------------------|
|                                       |                         |                       | Roubles.             |
| Tobacco .. .. .                       | 13                      | 2,845                 | 3,155,610            |
| Tanneries .. .. .                     | 22                      | 760                   | 2,716,100            |
| Machinery and agricultural implements | 8                       | 1,851                 | 2,327,300            |
| Distilleries of rum and brandy .. ..  | 11                      | 64                    | 1,544,460            |
| Mills, steam and wind .. .. .         | 46                      | 241                   | 1,453,000            |
| Breweries .. .. .                     | 18                      | 224                   | 1,232,950            |
| Soap and candles .. .. .              | 4                       | 78                    | 541,200              |
| Plated articles .. .. .               | 6                       | 499                   | 505,700              |
| Metal works, various .. .. .          | 8                       | 173                   | 300,500              |
| Ironworks .. .. .                     | 4                       | 211                   | 268,600              |
| Carriage .. .. .                      | 13                      | 293                   | 248,300              |
| Gas works .. .. .                     | 1                       | 145                   | 244,900              |
| Grease for machinery .. .. .          | 2                       | 30                    | 225,450              |
| Chemicals .. .. .                     | 1                       | 80                    | 190,000              |
| Wireworks .. .. .                     | 2                       | 136                   | 163,500              |
| Cotton and woollen fabrics .. .. .    | 11                      | 130                   | 130,450              |
| Joiners' works .. .. .                | 8                       | 127                   | 123,290              |
| Pianos .. .. .                        | 3                       | 63                    | 97,500               |
| Chicory .. .. .                       | 3                       | 34                    | 80,700               |
| Bakers, steam .. .. .                 | 1                       | 21                    | 80,000               |
| Optician and mathematical instruments | 2                       | 42                    | 77,540               |
| Paper hangings .. .. .                | 2                       | 37                    | 76,000               |
| Glove skin and fur tanneries .. ..    | 8                       | 59                    | 69,800               |
| Paints and varnishes .. .. .          | 2                       | 28                    | 62,200               |
| Cutlers .. .. .                       | 1                       | 32                    | 60,000               |
| Looking glasses .. .. .               | 2                       | 9                     | 56,000               |
| Buttons .. .. .                       | 2                       | 101                   | 55,650               |
| Brick kilns .. .. .                   | 4                       | 105                   | 54,000               |
| Perfumes .. .. .                      | 3                       | 22                    | 44,100               |
| Surgical instruments .. .. .          | 4                       | 84                    | 40,200               |
| Mineral waters, artificial .. .. .    | 7                       | 44                    | 32,600               |
| Chocolate .. .. .                     | 1                       | 6                     | 30,300               |
| Glue .. .. .                          | 3                       | 23                    | 30,100               |
| Vinegar .. .. .                       | 2                       | 3                     | 25,900               |
| Stove tiles .. .. .                   | 3                       | 20                    | 20,500               |
| Mill stones .. .. .                   | 1                       | 13                    | 15,000               |
| Cork .. .. .                          | 2                       | 24                    | 15,000               |
| Coloured paper .. .. .                | 1                       | 45                    | 12,600               |
| Paints, gold and silver .. .. .       | 1                       | 7                     | 12,360               |
| Billiard table, &c... .. .            | 1                       | 12                    | 12,000               |
| Miscellaneous under 10,000 r. .. ..   | 22                      | 102                   | 65,860               |
| <b>Total .. .. .</b>                  | <b>259</b>              | <b>8,823</b>          | <b>16,497,220</b>    |
| <b>Showing an increase .. .. .</b>    | <b>..</b>               | <b>589</b>            | <b>2,164,432</b>     |

## GOVERNMENT OF WARSAW.

|  | Number of<br>Factories. | Number of<br>Workmen. | Value of<br>Produce. |
|--|-------------------------|-----------------------|----------------------|
|  |                         |                       | Roubles.             |
| Sugar .. .. .                          | 19                      | 8,223                 | 7,511,182            |
| Distilleries .. .. .                   | 118                     | 606                   | 2,533,349            |
| Mills, wind and water .. .. .          | 898                     | 1,149                 | 1,579,419            |
| Flax and hemp fabrics .. .. .          | 1                       | 2,800                 | 1,420,000            |
| Mills, steam .. .. .                   | 11                      | 99                    | 661,191              |
| Soap and candles .. .. .               | 18                      | 156                   | 515,645              |
| Breweries .. .. .                      | 69                      | 216                   | 493,276              |
| Cotton fabrics .. .. .                 | 3                       | 628                   | 454,780              |
| Brick kilns .. .. .                    | 128                     | 524                   | 462,024              |
| Distilleries of rum and brandy .. .. . | 9                       | 29                    | 110,644              |
| Chicory .. .. .                        | 4                       | 71                    | 104,650              |
| Woollen fabrics .. .. .                | 7                       | 57                    | 75,770               |
| Tallow .. .. .                         | 1                       | 66                    | 60,000               |
| Tanneries .. .. .                      | 40                      | 70                    | 40,221               |
| Glass works .. .. .                    | 1                       | 34                    | 40,000               |
| Agricultural implements .. .. .        | 2                       | 47                    | 23,800               |
| Chemicals .. .. .                      | 2                       | 14                    | 21,900               |
| Oil mills .. .. .                      | 41                      | 54                    | 19,676               |
| Dyes .. .. .                           | 2                       | 27                    | 16,963               |
| Salterns .. .. .                       | 1                       | 50                    | 16,794               |
| Vinegar .. .. .                        | 10                      | 12                    | 12,610               |
| Pots .. .. .                           | 3                       | 24                    | 10,980               |
| Miscellaneous, under 10,000 r. .. .. . | 17                      | 75                    | 34,187               |
| Total .. .. .                          | 1,403                   | 14,791                | 16,218,961           |
| Increase over 1872 .. .. .             | ..                      | 465                   | 2,506,962            |

## GOVERNMENT OF KALISH.

|  | Number of<br>Factories. | Number of<br>Workmen. | Value of<br>Produce. |
|--|-------------------------|-----------------------|----------------------|
|  |                         |                       | Roubles.             |
| Distilleries.. .. .                    | 152                     | 739                   | 2,159,030            |
| Cotton fabrics .. .. .                 | 33                      | 1,557                 | 1,078,058            |
| Woollen fabrics .. .. .                | 18                      | 1,114                 | 817,670              |
| Sugar .. .. .                          | 5                       | 1,243                 | 537,547              |
| Mills, steam .. .. .                   | 9                       | 38                    | 413,638              |
| Distilleries of rum and brandy .. .. . | 8                       | 33                    | 324,278              |
| Paper mills .. .. .                    | 5                       | 262                   | 308,000              |
| Brick kilns .. .. .                    | 123                     | 395                   | 254,341              |
| Tanneries .. .. .                      | 70                      | 189                   | 193,571              |
| Breweries .. .. .                      | 41                      | 137                   | 162,270              |
| Earthenware .. .. .                    | 3                       | 282                   | 99,500               |
| Soap and candles .. .. .               | 20                      | 42                    | 98,443               |
| Hemp and flax fabrics .. .. .          | 10                      | 215                   | 81,316               |
| Peat .. .. .                           | 23                      | 196                   | 71,114               |
| Oil mills .. .. .                      | 125                     | 184                   | 58,946               |
| Saw mills steam .. .. .                | 4                       | 61                    | 53,858               |
| Glass works .. .. .                    | 6                       | 90                    | 35,128               |
| Vinegar .. .. .                        | 24                      | 34                    | 18,533               |
| Miscellaneous, under 10,000 r. .. .. . | 41                      | 119                   | 35,298               |
| Total .. .. .                          | 720                     | 6,930                 | 6,800,532            |
| Increase over 1872 .. .. .             | 94                      | 120                   | 456,571              |

GOVERNMENT OF PETROKOW.

|   | Number of<br>Factories. | Number of<br>Workmen. | Value of<br>Produce. |
|---|-------------------------|-----------------------|----------------------|
|   |                         |                       | Roubles.             |
| Weavers' looms .. .. .                  | 7,284                   | 13,021                | 7,265,981            |
| Spinning machines and cotton fabrics .. | 239                     | 3,540                 | 3,748,785            |
| Cloth and woollen fabrics .. ..         | 227                     | 2,809                 | 3,279,072            |
| Mills, water and wind .. .. .           | 838                     | 1,191                 | 2,804,344            |
| Distilleries .. .. .                    | 121                     | 658                   | 2,527,853            |
| Brick kilns .. .. .                     | 164                     | 599                   | 1,410,760            |
| Mills, saw .. .. .                      | 97                      | 450                   | 902,097              |
| Collieries and zinc mines .. ..         | 11                      | 2,043                 | 770,715              |
| Iron works, private .. .. .             | 19                      | 678                   | 762,073              |
| Mills, steam .. .. .                    | 6                       | 74                    | 582,222              |
| Breweries .. .. .                       | 53                      | 323                   | 402,816              |
| Distilleries of rum and brandy .. ..    | 17                      | 97                    | 358,910              |
| Sugar .. .. .                           | 3                       | 381                   | 339,050              |
| Lime and cement .. .. .                 | 39                      | 453                   | 310,955              |
| Tanneries .. .. .                       | 100                     | 232                   | 308,604              |
| Soap and candles .. .. .                | 20                      | 52                    | 162,900              |
| Paper mills .. .. .                     | 9                       | 88                    | 110,180              |
| Oil .. .. .                             | 55                      | 136                   | 102,070              |
| Agricultural implements .. ..           | 9                       | 161                   | 90,030               |
| Glass works .. .. .                     | 3                       | 84                    | 63,670               |
| Vinegar .. .. .                         | 19                      | 31                    | 22,500               |
| Mead .. .. .                            | 10                      | 20                    | 7,840                |
| Total .. .. .                           | 9,333                   | 27,096                | 26,333,527           |
| Increase over the year 1872 .. ..       | ..                      | ..                    | 3,562,662            |
| Decrease .. .. .                        | 1,433                   | 2,369                 | ..                   |

The collieries in the above government produced in 1873, 19,892,381 poods of coals, showing an increase over the year 1872 of 2,426,063 poods.

GOVERNMENT OF RADOM.

|                                      | Number of<br>Factories. | Number of<br>Workmen. | Value of<br>Produce. |
|--------------------------------------|-------------------------|-----------------------|----------------------|
|                                      |                         |                       | Roubles.             |
| Iron works .. .. .                   | 68                      | 2,274                 | 2,320,623            |
| Distilleries .. .. .                 | 62                      | 322                   | 1,084,353            |
| Tanneries .. .. .                    | 30                      | 168                   | 599,224              |
| Sugar .. .. .                        | 3                       | 562                   | 425,000              |
| Distilleries of rum and brandy .. .. | 9                       | 32                    | 397,095              |
| Mills, steam and water .. .. .       | 8                       | 40                    | 379,891              |
| Breweries .. .. .                    | 27                      | 103                   | 142,669              |
| Porcelain .. .. .                    | 4                       | 137                   | 43,600               |
| Saw mills .. .. .                    | 14                      | 34                    | 28,933               |
| Glass works .. .. .                  | 4                       | 72                    | 25,789               |
| Soap and candles .. .. .             | 5                       | 12                    | 22,963               |
| Brick kilns .. .. .                  | 14                      | 72                    | 17,006               |
| Tobacco pipes .. .. .                | 3                       | 6                     | 13,450               |
| Matches .. .. .                      | 1                       | 57                    | 12,120               |
| Oil mills .. .. .                    | 19                      | 35                    | 11,094               |
| Cloth .. .. .                        | 3                       | 95                    | 11,004               |
| Miscellaneous, under 10,000 r. .. .. | 31                      | 104                   | 38,428               |
| Total .. .. .                        | 305                     | 4,125                 | 5,573,470            |
| Increase over the year 1872 .. ..    | ..                      | ..                    | 1,084,254            |
| Decrease .. .. .                     | 13                      | 117                   | ..                   |

## GOVERNMENT OF KIELCE.

|  | Number of<br>Factories. | Number of<br>Workmen. | Value of<br>Produce. |
|--|-------------------------|-----------------------|----------------------|
|  |                         |                       | Roubles.             |
| Distilleries.. .. .                    | 109                     | 606                   | 1,611,502            |
| Mills .. .. .                          | 15                      | 118                   | 787,900              |
| Cloth .. .. .                          | 6                       | 380                   | 507,025              |
| Iron, wrought .. .. .                  | 9                       | 153                   | 180,250              |
| Zinc .. .. .                           | 2                       | 565                   | 165,400              |
| Iron, cast .. .. .                     | 3                       | 233                   | 145,327              |
| Breweries .. .. .                      | 34                      | 90                    | 144,483              |
| Saw mills .. .. .                      | 55                      | 140                   | 107,095              |
| Paper mills .. .. .                    | 1                       | 223                   | 90,000               |
| Distilleries of rum and brandy .. .. . | 9                       | 35                    | 85,628               |
| Sugar .. .. .                          | 1                       | 128                   | 62,800               |
| Cotton .. .. .                         | 1                       | 375                   | 60,000               |
| Machine works .. .. .                  | 5                       | 110                   | 52,196               |
| Soap and candles .. .. .               | 6                       | 18                    | 51,432               |
| Brick kilns .. .. .                    | 40                      | 151                   | 49,755               |
| Tanneries .. .. .                      | 30                      | 82                    | 43,316               |
| Chicory .. .. .                        | 1                       | 24                    | 25,000               |
| Dying .. .. .                          | 2                       | 24                    | 18,550               |
| Glass .. .. .                          | 2                       | 25                    | 14,967               |
| Miscellaneous, under 10,000 r. .. .. . | 99                      | 317                   | 42,821               |
| Total .. .. .                          | 436                     | 3,744                 | 4,145,441            |
| Increase over the year 1872 .. .. .    | ..                      | 601                   | 665,910              |
| Decrease .. .. .                       | 322                     | ..                    | ..                   |

## GOVERNMENT OF LUBLIN.

|  | Number of<br>Factories. | Number of<br>Workmen. | Value of<br>Produce. |
|--|-------------------------|-----------------------|----------------------|
|  |                         |                       | Roubles.             |
| Distilleries.. .. .                    | 93                      | 567                   | 1,781,277            |
| Mills, water .. .. .                   | 78                      | 111                   | 333,357              |
| Iron works.. .. .                      | 2                       | 360                   | 315,700              |
| Mills, steam .. .. .                   | 7                       | 44                    | 288,111              |
| Tobacco .. .. .                        | 2                       | 207                   | 213,550              |
| Breweries .. .. .                      | 51                      | 168                   | 126,700              |
| Soap and candles .. .. .               | 8                       | 26                    | 113,795              |
| Sugar .. .. .                          | 2                       | 312                   | 103,080              |
| Tanneries .. .. .                      | 25                      | 63                    | 80,840               |
| Saw mills, steam and water .. .. .     | 26                      | 53                    | 78,620               |
| Brick kilns .. .. .                    | 55                      | 183                   | 67,837               |
| Agricultural implements.. .. .         | 5                       | 78                    | 45,317               |
| Glass works .. .. .                    | 4                       | 97                    | 40,700               |
| Joiners' works .. .. .                 | 1                       | 62                    | 40,000               |
| Paper mills .. .. .                    | 4                       | 36                    | 17,378               |
| Turpentine .. .. .                     | 12                      | 43                    | 15,800               |
| Starch .. .. .                         | 2                       | 18                    | 14,125               |
| Oil mills .. .. .                      | 18                      | 38                    | 12,530               |
| Miscellaneous, under 10,000 r. .. .. . | 21                      | 135                   | 19,771               |
| Total .. .. .                          | 416                     | 2,606                 | 3,709,038            |
| Increase over the year 1872 .. .. .    | 42                      | ..                    | 390,274              |
| Decrease .. .. .                       | ..                      | 516                   | ..                   |

GOVERNMENT OF SIEDLCE.

|  | Number of<br>Factories. | Number of<br>Workmen. | Value of<br>Produce. |
|--|-------------------------|-----------------------|----------------------|
|  |                         |                       | Roubles.             |
| Distilleries .. .. .                   | 95                      | 600                   | 1,139,860            |
| Sugar .. .. .                          | 1                       | 405                   | 180,010              |
| Agricultural implements.. .. .         | 13                      | 60                    | 143,490              |
| Breweries .. .. .                      | 51                      | 149                   | 92,645               |
| Glass works .. .. .                    | 5                       | 340                   | 91,320               |
| Tanneries .. .. .                      | 55                      | 142                   | 86,999               |
| Brick kilns .. .. .                    | 51                      | 160                   | 49,500               |
| Saw mills .. .. .                      | 8                       | 28                    | 42,509               |
| Soap and candles .. .. .               | 30                      | 68                    | 36,851               |
| Mills .. .. .                          | 11                      | 15                    | 27,120               |
| Cheese .. .. .                         | 4                       | 10                    | 15,389               |
| Miscellaneous, under 10,000 r. .. .. . | 29                      | 78                    | 21,130               |
| Total .. .. .                          | 352                     | 2,035                 | 1,926,823            |
| Increase over the year 1872 .. .. .    | ..                      | 84                    | 5,668                |
| Decrease .. .. .                       | 7                       | ..                    | ..                   |

GOVERNMENT OF PLOCK.

|  | Number of<br>Factories. | Number of<br>Workmen. | Value of<br>Produce. |
|--|-------------------------|-----------------------|----------------------|
|  |                         |                       | Roubles.             |
| Distilleries .. .. .                   | 44                      | 196                   | 400,237              |
| Sugar .. .. .                          | 2                       | 408                   | 135,000              |
| Iron works.. .. .                      | 6                       | 168                   | 130,921              |
| Brickkilns.. .. .                      | 79                      | 238                   | 126,007              |
| Breweries .. .. .                      | 57                      | 139                   | 98,104               |
| Mills, steam .. .. .                   | 4                       | 12                    | 65,665               |
| „ saw .. .. .                          | 5                       | 36                    | 52,700               |
| Soap and candles .. .. .               | 7                       | 21                    | 47,308               |
| Distilleries of rum and brandy .. .. . | 2                       | 7                     | 36,960               |
| Glass works .. .. .                    | 1                       | 19                    | 12,000               |
| Matches .. .. .                        | 1                       | 26                    | 10,375               |
| Cloth .. .. .                          | 1                       | 21                    | 10,000               |
| Miscellaneous, under 10,000 r. .. .. . | 44                      | 71                    | 18,891               |
| Total .. .. .                          | 253                     | 1,362                 | 1,144,168            |
| Increase over the year 1872 .. .. .    | 49                      | ..                    | 227,955              |
| Decrease .. .. .                       | ..                      | 71                    | ..                   |



## GOVERNMENT OF LOMZA.

|                                   | Number of<br>Factories. | Number of<br>Workmen. | Value of<br>Produce. |
|-----------------------------------|-------------------------|-----------------------|----------------------|
|                                   |                         |                       | Roubles.             |
| Mills, steam .. .. .              | 2                       | 23                    | 386,000              |
| Distilleries .. .. .              | 53                      | 251                   | 325,370              |
| Breweries .. .. .                 | 44                      | 119                   | 87,776               |
| Sugar .. .. .                     | 2                       | 177                   | 86,000               |
| Distilleries of rum and brandy .. | 3                       | 12                    | 49,800               |
| Brick kilns .. .. .               | 54                      | 202                   | 46,390               |
| Tanneries .. .. .                 | 37                      | 81                    | 45,992               |
| Tar and pitch .. .. .             | 29                      | 89                    | 39,238               |
| Glass .. .. .                     | 1                       | 23                    | 12,322               |
| Miscellaneous, under 10,000 r. .. | 54                      | 107                   | 29,861               |
| Total .. .. .                     | 279                     | 1,084                 | 1,108,749            |
| Decrease from the year 1872 .. .. | 8                       | 72                    | 113,724              |

## GOVERNMENT OF SUWALKI.

|                                   | Number of<br>Factories. | Number of<br>Workmen. | Value of<br>Produce. |
|-----------------------------------|-------------------------|-----------------------|----------------------|
|                                   |                         |                       | Roubles.             |
| Distilleries .. .. .              | 90                      | 380                   | 560,111              |
| Breweries .. .. .                 | 54                      | 111                   | 47,600               |
| Iron foundries .. .. .            | 2                       | 86                    | 46,000               |
| Distilleries of rum and brandy .. | 3                       | 14                    | 27,900               |
| Agricultural implements .. .. .   | 2                       | 30                    | 18,517               |
| Glassworks .. .. .                | 1                       | 10                    | 11,900               |
| Miscellaneous, under 10,000 r. .. | 4                       | 30                    | 8,950                |
| Total .. .. .                     | 156                     | 611                   | 720,978              |

## RECAPITULATION.

|                                     | Number of<br>Factories. | Number of<br>Workmen. | Value of<br>Produce. |
|-------------------------------------|-------------------------|-----------------------|----------------------|
|                                     |                         |                       | Roubles.             |
| Town of Warsaw .. .. .              | 259                     | 8,823                 | 16,497,220           |
| Government of Warsaw .. .. .        | 1,403                   | 14,791                | 16,218,961           |
| "    Kalish .. .. .                 | 720                     | 6,930                 | 6,800,532            |
| "    Petrokow .. .. .               | 9,333                   | 27,096                | 26,333,527           |
| "    Radom .. .. .                  | 305                     | 4,125                 | 5,573,470            |
| "    Kielce .. .. .                 | 436                     | 3,747                 | 4,145,441            |
| "    Lublin .. .. .                 | 416                     | 2,606                 | 3,709,038            |
| "    Siedlce .. .. .                | 352                     | 2,035                 | 1,926,823            |
| "    Plock .. .. .                  | 253                     | 1,362                 | 1,144,168            |
| "    Lomza .. .. .                  | 279                     | 1,084                 | 1,108,749            |
| "    Suwalki .. .. .                | 156                     | 611                   | 720,978              |
| Total .. .. .                       | 13,912                  | 73,210                | 84,178,907           |
| Showing an increase over 1872 .. .. | ..                      | ..                    | 10,842,376           |
| "    a decrease .. .. .             | 1,660                   | 237                   | ..                   |

## PUBLIC WORKS.

The only public work of importance in Poland during the year 1874 was the construction of a railway iron bridge over the Vistula at Warsaw to connect the railway system east and west of that river. This bridge is chiefly of strategical importance, but the transit of merchandise will also be very considerable. The contract work was executed by the firm of Ran Lilpop, Loewenstein, and Co., of Warsaw.

Various very important railway concessions are said to be in contemplation, but hitherto no decision has issued from the Department at St. Petersburg.

The movement on the Polish railways was as follows, and the increased movement both in passengers and in goods affords another indication of the general amelioration in the condition of the country:—

## WARSAW-VIENNA LINES.

|                                       |    |    |                  | Roubles   | c.  |
|---------------------------------------|----|----|------------------|-----------|-----|
| Trains for Imperial family            | .. | .. | ..               | 4,911     | 53½ |
| Passengers                            | .. | .. | 1,392,225        | 1,183,709 | 03½ |
| Military with baggage                 | .. | .. | 93,112           | 30,603    | 76½ |
| Luggage                               | .. | .. | 372,367 poods    | 62,575    | 94  |
| Carriages                             | .. | .. | 504              | 5,146     | 98  |
| Dogs                                  | .. | .. | 1,957            | 1,047     | 84  |
| Goods                                 | .. | .. | 73,565,420 poods | 2,830,120 | 31  |
| Miscellaneous                         | .. | .. | ..               | 328,723   | 19  |
| Total                                 | .. | .. | ..               | 4,446,843 | 59½ |
| Expenditure                           | .. | .. | ..               | 2,209,610 | 34  |
| Balance in favour of the company      | .. | .. | ..               | 2,237,233 | 25½ |
| Rent to Government, sinking fund, &c. | .. | .. | ..               | 1,653,353 | 72½ |
| Net profit for the year 1874          | .. | .. | ..               | 1,183,879 | 53  |

The dividend for sharcholders is 6 r., or 6 per cent. The transport of coals on this line shows an increase over the previous year of 2,631,373 poods.

## WARSAW-BROMBERG LINE.

|                                     |    |    |                  | Roubles   | c.  |
|-------------------------------------|----|----|------------------|-----------|-----|
| Trains for Imperial family          | .. | .. | ..               | 1,493     | 97½ |
| Passengers                          | .. | .. | 378,083          | 275,183   | 55  |
| Military with baggage               | .. | .. | ..               | 6,039     | 60  |
| Luggage                             | .. | .. | 146,409 poods    | 18,055    | 35  |
| Carriages                           | .. | .. | 174              | 911       | 71  |
| Dogs                                | .. | .. | 641              | 243       | 24  |
| Goods                               | .. | .. | 18,873,336 poods | 560,563   | 83½ |
| Miscellaneous                       | .. | .. | ..               | 168,863   | 32  |
| Total                               | .. | .. | ..               | 1,031,364 | 58  |
| Expenditure                         | .. | .. | ..               | 843,013   | 44½ |
| Balance                             | .. | .. | ..               | 188,351   | 13½ |
| Interest guaranteed by Government   | .. | .. | ..               | 279,045   | 00  |
| The Government has therefore to add | .. | .. | ..               | 90,693    | 86½ |

Showing an increase in the income of 47,196 r. (6,555l.), and in the transport of goods of 1,001,345 poods over the year 1873.

## WARSAW-TERESPOL LINE.

|                         |    |    |                  |    | Roubles. | c.            |
|-------------------------|----|----|------------------|----|----------|---------------|
| Passengers              | .. | .. | 385,266          | .. | ..       | 520,032 30    |
| Military with baggage.. | .. | .. | 99,432           | .. | ..       | 61,045 39     |
| Luggage                 | .. | .. | 6,957,342 lbs.   | .. | ..       | 28,266 04     |
| Carriages               | .. | .. | 315              | .. | ..       | 3,868 56      |
| Beasts                  | .. | .. | 97,167 head      | .. | ..       | 160,198 52    |
| Goods                   | .. | .. | 18,129,704 poods | .. | ..       | 972,903 68    |
| Miscellaneous           | .. | .. | ..               | .. | ..       | 71,734 25½    |
| Total                   | .. | .. | ..               | .. | ..       | 1,818,048 74½ |
| Expenditure             | .. | .. | ..               | .. | ..       | 1,297,023 67  |
| Balance                 | .. | .. | ..               | .. | ..       | 521,025 07    |

This line being guaranteed by the Government, the latter has therefore to add 115,289 r. (16,010*l.*), 10,245 r. (1,422*l.*) less than the previous year. Showing an increase in the income of 298,600 r. (41,470*l.*), and an increase in the transport of goods of 4,166,786 poods over 1873.

## LODZ LINE.

|               |    |    |                 |    | Roubles. | c.         |
|---------------|----|----|-----------------|----|----------|------------|
| Passengers    | .. | .. | 139,342         | .. | ..       | 45,891 72  |
| Military      | .. | .. | 4,657           | .. | ..       | 564 29½    |
| Luggage       | .. | .. | 36,122 poods    | .. | ..       | 1,993 64½  |
| Animals       | .. | .. | 8,648 head      | .. | ..       | 1,020 60   |
| Carriages     | .. | .. | 44              | .. | ..       | 124 72     |
| Goods         | .. | .. | 8,791,428 poods | .. | ..       | 101,270 48 |
| Miscellaneous | .. | .. | ..              | .. | ..       | 8,330 11   |
| Total         | .. | .. | ..              | .. | ..       | 159,195 57 |
| Expenditure   | .. | .. | ..              | .. | ..       | 120,959 73 |
| Net profit    | .. | .. | ..              | .. | ..       | 38,235 84  |

Showing an increase in the income of 13,026 r. (1,809*l.*), or 51 per cent. over the previous year.

## WEIGHTS AND MEASURES.

The equivalents in English measures for the various weights and measures employed in this report are as follows:—

- 1 pood of 40 lbs. = 36·4 lbs. English.
- 1 last of grain = 11½ quarters English.
- 1 chetvert = 5·77 bushels English.
- 1 korzec = 3·5 acres English.
- 1 vlock = 41·43 acres English.
- 1 verst = 11·66 yards English.
- 1 arshin = 28 inches English.
- 1 viedro = 3·25 gallons English.
- 1 garniec = 88 gallons English.
- 1 klafter = 216 cubic feet English.

Warsaw, September 6, 1875.

## SPAIN.

## BILBAO.

*Report by Consul Young on the Trade and Commerce of the Consular District of Biscay, Guipuzcoa, and Old Castile for the Year 1874.*

## SHIPPING AND NAVIGATION.

THE shipping movement was almost exclusively confined to British and Spanish vessels, and as the latter were engaged solely in local traffic with Santander for the supply of provisions and merchandize to Bilbao and the postal service, it has not been considered necessary to obtain statistics of their number and tonnage.

The following return of British shipping shows the lamentable result of the civil war under this head:—

| Year.                         | Entered. |         | Cleared. |         |
|-------------------------------|----------|---------|----------|---------|
|                               | Ships.   | Tons.   | Ships.   | Tons.   |
| 1872 .. .. .                  | 639      | 180,371 | 618      | 173,318 |
| 1st January to August, 1873.. | 565      | 148,390 | 585      | 152,402 |
| May to December, 1874 ..      | 44       | 14,782  | 43       | 14,446  |

The siege of Bilbao, which terminated the 2nd of May, 1874, of course entirely closed the port to shipping during the first four months of the past year. Subsequently a few vessels arrived to load such mineral as could be obtained from existing deposits along the river, and in limited quantities from the immediate neighbourhood. On the 20th of November a decree was issued by the Madrid Government prohibiting the exportation of mineral proceeding from districts in the occupation of the Carlists, the effect of which was again to close the trade, the deposits being nearly exhausted and the mining country wholly commanded by the Carlists.

As the decree in question has been the subject of comment by parties largely interested in the iron ore trade, the following remarks will not be out of place here.

It appears that the attention of the Madrid Government had been directed to the fact that the Carlists were receiving considerable sums (amounting it was stated to about 500*l.* per month) for duties levied on iron ore shipped at certain small ports in addition to that which found its way down to the loading places on the Bilbao River.

It was also known that the works of two English companies were on the point of being completed, and that a large quantity of mineral proceeding from Carlist districts might at any moment be exported. The Carlist deputation at Durango had fixed a duty of 6 reals per ton, which, with other rates and charges, would bring the tax proposed to be levied to at least 10 reals per ton. Calculating the future export of iron ore from the port of Bilbao at 1,000,000 tons per annum, not an

exaggerated figure considering what had been shipped in 1872, it will be seen that the Carlists would have derived from this source an annual revenue of 100,000*l.*, and as it was of the greatest importance not only to prevent their acquiring such considerable means, but to deprive them as far as possible of all resources for carrying on the war, the measure adopted by the Spanish Government was indispensable, although it undoubtedly occasioned the complete suspension of the particular trade to which the decree related, and inflicted serious inconvenience upon British interests.

#### TRADE AND COMMERCE.

It has been stated above that general trade was limited to the supplies for Bilbao, which proceeded almost entirely from Santander, and the following return of the amount of customs duties during the past year compared with the year 1871 is a proof of the utter prostration of commerce at this port:—

#### CUSTOMS DUTIES.

|      |    |    |    |    |    |    | £       |
|------|----|----|----|----|----|----|---------|
| 1871 | .. | .. | .. | .. | .. | .. | 249,216 |
| 1874 | .. | .. | .. | .. | .. | .. | 18,668  |

#### GENERAL.

At the date of this report, Bilbao still continues blockaded landward, in which situation it has now been placed nearly two years, the Carlists never having retired from the positions they established in the month of August, 1873, with the exception of those they evacuated on each side of the river at the time the siege of Bilbao was raised. The latter they have never attempted to resume, and both banks of the Nervion being now defended by a line of forts extending from Bilbao to Portugalete, it is not likely the Carlists will ever again be able to close the port.

If, therefore, the mining districts were recovered, and permanently occupied, and it is generally believed this could be effected by the disposal of a very moderate number of troops, there would be no obstacle to an immediate re-opening of the mineral trade, and the result would probably be the breaking up of the faction in the locality through the number of men who would leave the Carlist ranks to work in the mines. Should the civil war continue, it is to be hoped the Spanish Government will give serious attention to a matter of such great importance to Bilbao, and also to undertakings in which considerable British capital has been invested.

From the subjoined report it will be seen that the imports at Santander were nearly double the value of those in 1873, which is explained by the fact of the suspension of trade at Bilbao and the temporary transfer of the business of its principal mercantile establishments to Santander.

#### SANTANDER.

Vice-Consul March reports as follows:—



*Shipping.*

The following comparative table of British and foreign ships at the port of Santander during the year 1874 shows a diminution compared with 1873, especially in British:—

|                                       | Entered. |         | Cleared. |         |
|---------------------------------------|----------|---------|----------|---------|
|                                       | Ships.   | Tons.   | Ships.   | Tons.   |
| British shipping—                     |          |         |          |         |
| 1873 .. .. .                          | 403      | 153,333 | 403      | 153,333 |
| 1874 .. .. .                          | 286      | 90,221  | 236      | 90,221  |
| Shipping of all countries—            |          |         |          |         |
| 1873 .. .. .                          | 720      | 185,737 | 716      | 125,554 |
| 1874 .. .. .                          | 692      | 167,279 | 602      | 154,266 |
| Coasting trade (exclusively Spanish)— |          |         |          |         |
| 1873 .. .. .                          | 1,046    | 108,000 | 1,033    | 107,000 |
| 1874 .. .. .                          | 990      | 96,800  | 1,000    | 110,000 |

*Commerce.*

## Value of Exports in 1874:—

|                     | £         |                            | £         |
|---------------------|-----------|----------------------------|-----------|
| To Great Britain .. | 266,551   | including wheat and flour, | 205,200   |
| France ..           | 358,163   | „ „ „                      | 281,000   |
| Belgium ..          | 35,270    | „ „ „                      | 20,600    |
| Cuba ..             | 391,400   | „ „ „                      | 322,000   |
| South America ..    | 20,760    | „ „ „                      | ..        |
| Total, 1874 ..      | 1,072,144 | including wheat and flour, | 828,800   |
| „ 1873 ..           | 1,721,397 | „ „ „                      | 1,463,380 |
| More in 1873..      | 649,253   | „ „ „                      | 634,580   |

*Imports.*

## Value of Imports in 1874:—

|   | £         |
|---|-----------|
| From Great Britain .. .. .                      | 1,172,810 |
| France .. .. .                                  | 710,790   |
| Belgium .. .. .                                 | 265,320   |
| Germany .. .. .                                 | 19,330    |
| Sweden and Norway .. .. .                       | 372,160   |
| Russia .. .. .                                  | 3,500     |
| Denmark .. .. .                                 | 7,000     |
| United States .. .. .                           | 111,600   |
| South America.. .. .                            | 342,900   |
| Cuba and Phillipine Islands .. .. .             | 661,800   |
|   | 3,666,710 |
| Amounts of imports in 1873 ..                   | 2,075,540 |
| Increase in 1874 .. .. .                        | 1,591,170 |
|   | £         |
| Amount of custom-house dues received in 1874 .. | 800,000   |
| „ „ „ 1873 ..                                   | 405,000   |
| Increase in 1874 .. .. .                        | 380,000   |

*Industries.*

Mining is the only industry of importance carried on in the province of Santander. The quantity of ores exported in 1874 was as follows:—

|               |   |                     |    |    |        | Tons.  |
|---------------|---|---------------------|----|----|--------|--------|
| Iron ..       | { | To Great Britain .. | .. | .. | 43,000 | 51,000 |
|               |   | France ..           | .. | .. | 6,000  |        |
|               |   | Belgium ..          | .. | .. | 2,000  |        |
| Zinc ..       | { | Great Britain ..    | .. | .. | 400    | 3,900  |
|               |   | Belgium ..          | .. | .. | 3,500  |        |
| Copper ..     | { | Great Britain ..    | .. | .. | 400    | 550    |
|               |   | Belgium ..          | .. | .. | 150    |        |
| Total .. .. . |   |                     |    |    |        | 55,450 |

*General.*

Heavy, and as the war proceeds, increasing harbour dues are levied upon shipping at the port of Santander, ostensibly for its improvement and conservation. Nevertheless, the dredging of the channels which form its anchorage has been discontinued for several years, consequently they are gradually becoming shallower and narrower, the mooring capacity of the harbour is lessened, and the dangerous bar formed by the descending current of the river Cubas half across the entrance increases in size. These facts have already been reported, and it would appear by the long continuance of the evil that the harbour dues which weigh so heavily upon trade and navigation at Santander, are diverted to purposes other than those for which they were instituted.

Since the transmission of the report preceding this, the semaphore at the mouth of the port has been placed in telegraphic communication with the harbour master's office in the town.

## SAN SEBASTIAN.

Mr. Acting Vice-Consul Brunet reports that British navigation at that port last year was limited to three vessels, and trade and commerce is completely paralyzed.

Bilbao, July 1, 1875.

## MANILA.

*Report by Consul Ricketts on the Trade and Commerce of Manila for the Year 1874.*

## EXPORTS.

THE quantity of sugar exported from these islands to Great Britain in the year 1874, was greater than that in 1873 by 85,154 picols, the quantity forwarded to Australia was less than that of the preceding year.

The total quantity of sugar shipped in 1874 has shown an increase on that of 1873 of 232,460 picols.

From Table II., which gives the different grades of sugar shipped to various countries for the year 1874, it will be observed that the superior class of sugar is purchased for the most part by the United States.

*Hemp.*—There has been little difference in the quantity of hemp exported to Great Britain, the quantity shipped in 1874 being 229,554 picols, and in 1873 237,964.

The total quantity of this production exported during the last year, was 616,122 picols, that of the year 1873 having been 628,066 picols. The United States still continue to be the principal purchasers of this article.

*Coffee.*—The quantity of coffee sent to Great Britain in 1874, shows little difference on that of the year 1873.

*Tobacco Leaf.*—There has been a considerable increase in the export of this article to Great Britain, as will be seen on a reference to Table No. I., the quantity exported in the year 1873 having been but 16,879 quintals.

The total value of the exports to Great Britain, Australia, Singapore, and Hong Kong, may be estimated at 7,301,990 dol.

As regards the exports of this colony generally speaking, the last year shows there has been a fair increase in the quantities exported, accompanied by a corresponding decline in the values.

Tables III. and IV. give the quantities exported from Yloilo and Cebu for the year 1874.

These quantities are, it must be borne in mind, also included in Table I.

The sugar crop of last year has been the best known, and it is expected, notwithstanding the bad weather experienced in the south, that the present crop will be equally good.

The production of hemp has varied but little during the last three years, should, however, the prices of this article remain as low as they are at present, a less quantity will probably be brought to market during the year 1875.

The tobacco crop, in quantity, will, it is said, be more or less the same as that of last year, say 125,000 quintals. its quality is also said to be good.

The prices given at auction for the leaf last year, were in some instances very high, having amounted to as much as 80 dol., and even 90 dol. per quintal. Large quantities were, however, sold at 16 dol. the quintal.

## IMPORTS.

Table V. gives the quantity of sales in plain staples in Manila for the years 1873 and 1874, and shows a diminution in the transactions of white shirtings, grey shirtings, grey long cloths, Victoria lawns, and plain grandrills.

No statistical information is able to be obtained as regards the sales of coloured goods, which form a large portion of the import business of this place.

In Table V A., herewith annexed, will be found a statement of the quantities and values of the principal imports from Great Britain for the last year.

Comparing this with the statistics of the year 1873, it will be observed that there has been an increase in the quantities of cottons, woollens, worsteds, canvas, metals, &c., imported, with a corresponding decrease in the values, the total value in 1873 having been 896,215*l.* sterling, against 873,435*l.* sterling in 1874.

Table VI. gives the quantities and values of imports direct to the port of Yloilo, and Table VII. furnishes us with a statement of the number and tonnage of British vessels entering the ports of this archipelago during the year 1874.

# EXPORTS FOR 1874.

MANILA.

1637

| Articles.          | Prices.                                     | Weights.  | Great Britain. |           | Australia.  |         | Singapore.  |         | Hongkong.   |         | Europe.     |         | California. |           | United States. |           | Totals.     |            |
|--------------------|---|-----------|----------------|-----------|-------------|---------|-------------|---------|-------------|---------|-------------|---------|-------------|-----------|----------------|-----------|-------------|------------|
|                    |   |           | Quantities.    | Value.    | Quantities. | Value.  | Quantities. | Value.  | Quantities. | Value.  | Quantities. | Value.  | Quantities. | Value.    | Quantities.    | Value.    | Quantities. | Value.     |
| Sugar ...          | Dol. c.<br>{ 2 50 }<br>{ 4 20 }<br>{ 4 50 } | Piculs... | 649,414        | 2,055,246 | 126,782     | 517,644 | ...         | ...     | 9,923       | 29,129  | 57,117      | 243,946 | 226,840     | 975,619   | 592,606        | 2,550,863 | 1,661,782   | 6,372,447  |
| Hemp ...           | ...   | "         | 229,554        | 1,606,873 | ...         | ...     | 4,478       | 31,346  | 380         | 2,660   | 1,736       | 12,152  | 49,276      | 344,932   | 313,308        | 2,223,156 | 616,122     | 4,312,854  |
| Coffee ...         | ...   | "         | 22,307         | 513,061   | ...         | ...     | 10,866      | 249,918 | 5,644       | 129,812 | 3,321       | 76,383  | 2,397       | 56,131    | 1,307          | 30,061    | 45,842      | 1,054,366  |
| Coriaria           | ...   | "         | ...            | ...       | ...         | ...     | 4,604       | 59,852  | 10,226      | 132,938 | 132         | 1,716   | ...         | ...       | ...            | ...       | 14,962      | 194,506    |
| Japan wood ...     | ...   | "         | ...            | ...       | ...         | ...     | ...         | ...     | ...         | ...     | ...         | ...     | ...         | ...       | ...            | ...       | 123,749     | 185,623    |
| Buffalo hides      | ...   | "         | 12,172         | 18,258    | ...         | ...     | 651         | 976     | 102,633     | 153,949 | 370         | 555     | ...         | ...       | 7,790          | 11,685    | 3,099       | 30,990     |
| Hide cuttings      | ...   | "         | 203            | 2,030     | ...         | ...     | 241         | 3,410   | 2,462       | 24,620  | 129         | 1,290   | ...         | ...       | ...            | ...       | 7,829       | 78,290     |
| M. O. P. shell     | ...   | "         | 519            | 5,190     | ...         | ...     | ...         | ...     | 728         | 7,280   | ...         | ...     | ...         | ...       | 6,582          | 65,820    | 1,420       | 14,200     |
| Gun mastic ...     | ...   | "         | 615            | 33,210    | ...         | ...     | 201         | 10,854  | 22          | 1,188   | ...         | ...     | ...         | ...       | 582            | 31,428    | 2,511       | 7,583      |
| Indigo...          | ...   | "         | 1,928          | 5,784     | ...         | ...     | 583         | 1,749   | ...         | ...     | ...         | ...     | ...         | ...       | ...            | ...       | 4,711       | 18,440     |
| Tobacco leaf ...   | ...   | "         | 141            | 5,640     | ...         | ...     | 115         | 4,600   | 3,554       | 142,160 | ...         | ...     | ...         | ...       | 901            | 36,040    | 42,252      | 1,056,300  |
| Cigars...          | ...   | "         | 42,224         | 1,055,600 | ...         | ...     | 22          | 550     | 6           | ...     | ...         | ...     | 90          | 1,080     | 1,460          | 17,520    | 94,150      | 1,129,800  |
| Tortoiseshell      | ...   | "         | 17,661         | 211,932   | 3,866       | 46,392  | ...         | ...     | 19,567      | 234,804 | ...         | ...     | ...         | ...       | ...            | ...       | 530         | 3,183      |
| Private account    | ...   | "         | 100            | 600       | ...         | ...     | ...         | ...     | 430         | 2,580   | ...         | ...     | ...         | ...       | ...            | ...       | ...         | ...        |
| Government account | ...   | "         | ...            | 5,513,429 | ...         | 564,036 | ...         | 363,255 | ...         | 861,270 | ...         | 336,042 | ...         | 1,376,762 | ...            | 4,974,573 | ...         | 14,691,017 |
| to Spain—Tobacco   | ...   | "         | ...            | ...       | ...         | ...     | ...         | ...     | ...         | ...     | ...         | ...     | ...         | ...       | ...            | ...       | 70,550      | 1,198,800  |
| Total ...          | ...   | "         | ...            | ...       | ...         | ...     | ...         | ...     | ...         | ...     | ...         | ...     | ...         | ...       | ...            | ...       | ...         | 15,889,817 |

Value.  
Dol.

|                  |     |     |     |           |
|------------------|-----|-----|-----|-----------|
| To Great Britain | ... | ... | ... | 5,513,429 |
| " Australia...   | ... | ... | ... | 564,036   |
| " Singapore      | ... | ... | ... | 363,255   |
| " Hongkong       | ... | ... | ... | 861,270   |
|                  |     |     |     | 7,709,985 |





## No. III.—Exports of Produce from Yloilo during 1874.

| To—              | Sugar.    |         | Hemp.     |        | Sapanwood. |        | Leaf Tobacco. |        | M O.P. Shells. |        | Total Value. |
|------------------|-----------|---------|-----------|--------|------------|--------|---------------|--------|----------------|--------|--------------|
|                  | Quantity. | Value.  | Quantity. | Value. | Quantity.  | Value. | Quantity.     | Value. | Quantity.      | Value. |              |
|                  | Piculs.   | £       | Piculs.   | £      | Piculs.    | £      | Quintals.     | £      | Piculs.        | £      | £            |
| Great Britain .. | 163,816   | 105,631 | 6,096     | 8,440  | 4,391      | 1,027  | ..            | ..     | 20             | 214    | 115,312      |
| United States .. | 148,421   | 120,588 | 400       | 637    | 1,616      | 378    | ..            | ..     | ..             | ..     | 121,603      |
| Australia ..     | 87,342    | 70,217  | ..        | ..     | ..         | ..     | ..            | ..     | ..             | ..     | 70,217       |
| Spain ..         | 8,000     | 6,500   | ..        | ..     | ..         | ..     | 23,726        | 47,452 | ..             | ..     | 53,952       |
| China ..         | ..        | ..      | ..        | ..     | 48,134     | 11,381 | ..            | ..     | ..             | ..     | 11,281       |
| Total ..         | 407,079   | 302,936 | 6,496     | 9,077  | 54,141     | 12,686 | 23,726        | 47,452 | 20             | 214    | 372,365      |

## No. IV.—EXPORTS from the Port of Cebu for the year 1874.

|             | Great Britain. | United States. | Australia. | California. | Total.  |
|-------------|----------------|----------------|------------|-------------|---------|
|             | Piculs.        | Piculs.        | Piculs.    | Piculs.     | Piculs. |
| Sugar .. .. | 78,894         | 36,532         | 16,000     | 102,935     | 234,361 |
| Hemp .. ..  | 61,128         | 87,894         | ..         | 3,500       | 154,922 |

## No. V.—SALES of Plain Staples in Manila.

|                         | 1874.   | 1873.   | Stocks end of December, 1874 |
|-------------------------|---------|---------|------------------------------|
|                         | Pieces. | Pieces. |                              |
| White shirtings .. ..   | 180,685 | 199,648 | 71,879                       |
| Grey .. ..              | 67,414  | 85,699  | 11,310                       |
| „ long cloths .. ..     | 56,833  | 58,653  | 24,009                       |
| „ T cloths .. ..        | 78,319  | 58,869  | 16,768                       |
| „ Twills .. ..          | 29,854  | 27,996  | 3,306                        |
| Jaconet muslins .. ..   | 81,260  | 80,407  | 46,077                       |
| Victoria lawns .. ..    | 62,698  | 82,962  | 56,291                       |
| Cambrics .. ..          | ..      | 3,997   | ..                           |
| Plain grandrills .. ..  | 26,157  | 31,622  | 8,844                        |
| Turkey red cloths .. .. | 7,364   | 8,051   | 1,470                        |

## No. V A.—IMPORTS at Manila from Great Britain for the Year 1874.

| Articles.            |          | Quantity.  | Value.   |
|----------------------|----------|------------|----------|
| Cottons—             |          |            | £        |
| Grey .. ..           | Yards .. | 7,531,721  | ..       |
| White .. ..          | „ ..     | 13,050,931 | ..       |
| Coloured .. ..       | „ ..     | 15,404,031 | ..       |
| Printed .. ..        | „ ..     | 4,227,115  | ..       |
| Total .. ..          | „ ..     | 40,213,798 | 742,943  |
| Cotton—              |          |            |          |
| Yarn .. ..           | Lbs. ..  | 660,238    | ..       |
| Dyed .. ..           | „ ..     | 332,166    | ..       |
| Total .. ..          | „ ..     | 992,404    | 77,566   |
| Woollens .. ..       | Yards .. | 30,900     | } 5,752  |
| Worsted .. ..        | „ ..     | 37,788     |          |
| Mixed woollens .. .. | „ ..     | 15,677     |          |
| „ worsted .. ..      | „ ..     | 185,189    | } 10,259 |
| Total .. ..          | „ ..     | 269,554    |          |
| Canvas .. ..         | „ ..     | 311,329    | 12,562   |
| Metals .. ..         | „ ..     | ..         | 24,353   |
| Total .. ..          | ..       | ..         | 873,435  |

## No. VI.—IMPORTS to Yloilo direct from United Kingdom during 1874.

| Articles.    |    |    |           | Quantity. | Value |
|--------------|----|----|-----------|-----------|-------|
|              |    |    |           |           | £     |
| Cotton goods | .. | .. | Yards     | 3,600     | 56    |
| Yarns        | .. | .. | Lbs.      | 4,312     | 200   |
| Bar iron     | .. | .. | Tons      | 28        | 340   |
| Sheet lead   | .. | .. | "         | 2         | 40    |
| Coals        | .. | .. | "         | 203       | 360   |
| Beer         | .. | .. | Hogsheads | 57        | 500   |
| Machinery    | .. | .. | Tons      | 83        | 3,430 |
| Total        | .. | .. | ..        | ..        | 5,926 |

## No. VII.—BRITISH Vessels entering the Philadelphia Ports for the Year 1874.

| Countries whence from. |    |    |  | Number. | Tonnage. | Remarks.                     |
|------------------------|----|----|--|---------|----------|------------------------------|
| Hong Kong              | .. | .. |  | 27      | 16,065   | Of these, 15 were steamers.  |
| Australia              | .. | .. |  | 16      | 9,171    |                              |
| Singapore              | .. | .. |  | 7       | 3,895    | Of these, 2 were steamers.   |
| Rangoon                | .. | .. |  | 1       | 712      |                              |
| Bonkok                 | .. | .. |  | 1       | 366      | All steamers sold at Manila. |
| Shanghai               | .. | .. |  | 5       | 3,655    |                              |
| Macasar                | .. | .. |  | 1       | 638      |                              |
| England                | .. | .. |  | 3       | 872      |                              |
| San Bernadino States   | .. | .. |  | 1       | 916      |                              |
| Swatow                 | .. | .. |  | 1       | 289      |                              |
| Yokohama               | .. | .. |  | 7       | 5,791    |                              |
| Manila                 | .. | .. |  | 70      | 42,370   | } Not passing via Manila.    |
| Yloilo                 | .. | .. |  | 18      | 8,552    |                              |
| Cebu                   | .. | .. |  | 8       | 5,968    |                              |
| Total                  | .. | .. |  | 96      | 56,890   |                              |

## TENERIFFE.

*Report by Consul Grattan on the Trade and Commerce of the Canary Islands, for the Year 1874.*

## EXPORTS.

THE following table shows the quantity and value of cochineal, consisting of grana, granilla, and polvo, exported from the Canary Islands to the several countries of Europe, of Africa, and of America; also the value of other articles exported to those countries:—

| Countries.                  | Cochineal. |            | Other Articles. |
|-----------------------------|------------|------------|-----------------|
|                             | Quantity.  | Value.     | Value.          |
|                             | Kilos.     | Pesetas.   | Pesetas.        |
| Europe—                     |            |            |                 |
| England .. ..               | 1,573,468  | 7,000,756  | 1,180,752       |
| France .. ..                | 669,630    | 2,987,507  | 200,243         |
| Spain .. ..                 | 78,953     | 342,472    | 345,519         |
| Germany .. ..               | 31,193     | 140,368    | 117,081         |
| Portugal .. ..              | ..         | ..         | 42,605          |
| Africa—                     |            |            |                 |
| Morocco and other countries | 1,465      | 6,593      | 273,508         |
| America—                    |            |            |                 |
| United States .. ..         | 60,125     | 270,562    | 5,039           |
| Spanish Antilles .. ..      | ..         | ..         | 1,149,303       |
| Other countries .. ..       | ..         | ..         | 98,490          |
| Total .. ..                 | 2,414,834  | 10,748,258 | 3,412,540       |

|                                   |    |    |            |
|-----------------------------------|----|----|------------|
|                                   |    |    | Pesetas.   |
| Value of cochineal exported .. .. | .. | .. | 10,748,258 |
| „ other articles exported .. ..   | .. | .. | 3,412,540  |

Total value of exports .. .. 14,160,798 = 596,244*l*.

TABLE showing the Quantity of the Grana, Granilla, and Polvo, of Cochineal, Exported from the respective Islands.

| Islands.         | Grana.    |           | Granilla. |          | Polvo.    |          | Totals.   |            |
|------------------|-----------|-----------|-----------|----------|-----------|----------|-----------|------------|
|                  | Quantity. | Value.    | Quantity. | Value.   | Quantity. | Value.   | Quantity. | Value.     |
|                  | Kilos.    | Pesetas.  | Kilos.    | Pesetas. | Kilos.    | Pesetas. | Kilos.    | Pesetas.   |
| Teneriffe ...    | 1,050,183 | 4,725,826 | 12,252    | 18,378   | 1,290     | 645      | 1,063,725 | 4,744,849  |
| Grand Canary...  | 1,038,534 | 4,673,409 | 6,233     | 9,350    | 1,398     | 699      | 1,046,165 | 4,683,458  |
| Palma ...        | 153,562   | 691,029   | 5,828     | 8,745    | 7,421     | 3,710    | 166,811   | 705,484    |
| Lanzarote ...    | 136,452   | 614,044   | 1,581     | 2,873    | 160       | 50       | 138,133   | 616,467    |
| Fuerteventura... | ...       | ...       | ...       | ...      | ...       | ...      | ...       | ...        |
| Total ...        | ...       | ...       | ...       | ...      | ...       | ...      | 2,414,834 | 10,748,258 |



The value of other articles exported from the several islands is shown below, viz.:—

|                 |    |    |    |    | Pesetas.  |
|-----------------|----|----|----|----|-----------|
| From Teneriffe  | .. | .. | .. | .. | 1,361,169 |
| Grand Canary..  | .. | .. | .. | .. | 1,345,867 |
| Palma ..        | .. | .. | .. | .. | 476,182   |
| Lanzarote ..    | .. | .. | .. | .. | 167,578   |
| Fuerteventura.. | .. | .. | .. | .. | 61,744    |

TOTAL Value of Exports from the several Islands.

|                 |    |    |    |    | Pesetas.   |
|-----------------|----|----|----|----|------------|
| From Teneriffe  | .. | .. | .. | .. | 6,106,018  |
| Grand Canary..  | .. | .. | .. | .. | 6,029,325  |
| Palma ..        | .. | .. | .. | .. | 1,179,666  |
| Lanzarote ..    | .. | .. | .. | .. | 784,045    |
| Fuerteventura.. | .. | .. | .. | .. | 61,744     |
| Total ..        | .. | .. | .. | .. | 14,160,798 |

The total value of exports to Great Britain, from all the Islands, was—

|         |    |    |    |    | Pesetas.  | £         |
|---------|----|----|----|----|-----------|-----------|
| In 1873 | .. | .. | .. | .. | 9,516,667 | = 400,702 |
| 1874    | .. | .. | .. | .. | 8,181,508 | 344,483   |

Showing a falling-off in value for 1874 of 56,219%.

The total value of exports to all countries for the years 1873 and 1874, was—

|      |    |    |    |    |    | £       |
|------|----|----|----|----|----|---------|
| 1873 | .. | .. | .. | .. | .. | 691,328 |
| 1874 | .. | .. | .. | .. | .. | 596,244 |

Showing a decrease in 1874, amounting to 95,084%, upwards of 14 per cent.

QUANTITY and Value of Cochineal Exported in 1873 and 1874.

|  |    |    |    |    |    | Quantity. | Value.     |
|--|----|----|----|----|----|-----------|------------|
|  |    |    |    |    |    | Kilos.    | Pesetas.   |
| 1873                                   | .. | .. | .. | .. | .. | 2,598,093 | 13,894,225 |
| 1874                                   | .. | .. | .. | .. | .. | 2,414,834 | 10,748,258 |
| Decrease in quantity and value in 1874 |    |    |    |    |    | 183,259   | 3,145,967  |

IMPORTS.

The following gives the value of the imports from all countries at the Canary Islands during 1874, viz.:—

| Countries.                       |    |    |    |    | Value.     |
|----------------------------------|----|----|----|----|------------|
|                                  |    |    |    |    | Pesetas.   |
| Europe—                          |    |    |    |    |            |
| From England                     | .. | .. | .. | .. | 5,167,951  |
| France                           | .. | .. | .. | .. | 2,119,294  |
| Spain                            | .. | .. | .. | .. | 1,650,257  |
| Germany                          | .. | .. | .. | .. | 210,887    |
| Holland                          | .. | .. | .. | .. | 39,510     |
| Portugal                         | .. | .. | .. | .. | 23,536     |
| Africa—                          |    |    |    |    |            |
| From Morocco and other countries | .. |    |    |    | 200,408    |
| America—                         |    |    |    |    |            |
| From United States               | .. | .. | .. | .. | 1,032,088  |
| Spanish Antilles                 | .. | .. | .. | .. | 1,162,283  |
| Other countries                  | .. | .. | .. | .. | 549,862    |
| Total                            | .. | .. | .. | .. | 12,155,976 |

Value of imports from the same countries at the several Islands, viz. :—

|               |    |    |    |    | Pesetas.                        |
|---------------|----|----|----|----|---------------------------------|
| At Teneriffe  | .. | .. | .. | .. | 5,667,284                       |
| Grand Canary  | .. | .. | .. | .. | 5,474,205                       |
| Palma         | .. | .. | .. | .. | 665,821                         |
| Lanzarote     | .. | .. | .. | .. | 345,930                         |
| Fuerteventura | .. | .. | .. | .. | 2,736                           |
| Total         | .. | .. | .. | .. | 12,155,976 = 511,936 <i>l</i> . |

Value of imports in 1873—730,943*l*. Showing a decrease for 1874 of 219,007*l*., about 30 per cent.

The total imports from Great Britain at the several Islands is given below, viz. :—

|               |    |    |    |    | Pesetas.                       |
|---------------|----|----|----|----|--------------------------------|
| At Teneriffe  | .. | .. | .. | .. | 2,231,910                      |
| Grand Canary  | .. | .. | .. | .. | 2,528,574                      |
| Palma         | .. | .. | .. | .. | 235,942                        |
| Lanzarote     | .. | .. | .. | .. | 171,425                        |
| Fuerteventura | .. | .. | .. | .. | ..                             |
| Total         | .. | .. | .. | .. | 5,167,851 = 217,594 <i>l</i> . |

The value of imports from Great Britain in 1873—253,555*l*. Showing a decrease in the value of imports for 1874 amounting to 35,961*l*.

The foregoing figures have been obtained at the custom-house. It should be borne in mind that at these free ports, duties are only levied on cereals, flower, and tobacco, all other articles paying a nominal value of one per mil. on the declared value. It is usual at the custom-house to accept the declaration made by the importers, and, according to the best of my belief, about one-third may be added to the amount above given of the value of the imports.

NOTE.—46·0256 kilos. = 100 lbs. Spanish.

100 lbs. Spanish = 101·50 lbs. English.

95 reales vellon = 1*l*., and 4 reales vellon = 1 peseta.

## SHIPPING AND NAVIGATION.

The following shows the number of British vessels—their tonnage, and crews—that have entered and cleared at the port of Santa Cruz, Teneriffe, during the year, viz. :—

| Number of<br>Vessels. | Tons.   | Crews. |
|-----------------------|---------|--------|
| 162                   | 117,618 | 5,439  |

Of the above, 124 were steamers with 110,186 tons, and 5,110 crews; of these 25 with 11,244 tons and 543 crews, are regular traders between London, the Morocco ports, and the Canary Islands; the others are mail steamers, from and to Liverpool and the West Coast of Africa, that touch each way at this port, and a few other larger vessels that occasionally call here for coal and fresh provisions.

The following foreign vessels have arrived and departed at this port of Santa Cruz, Teneriffe, during the year, viz. :—

| Nationality.             | Number of<br>Vessels. | Tons.  | Crews. |
|--------------------------|-----------------------|--------|--------|
| Spanish .. ..            | 101                   | 20,447 | 1,573  |
| French .. ..             | 23                    | 9,601  | 507    |
| United States .. ..      | 13                    | 5,227  | 331    |
| Italian .. ..            | 11                    | 7,009  | 332    |
| German .. ..             | 8                     | 4,254  | 168    |
| Argentine Republic .. .. | 9                     | 2,609  | 639    |
| Portuguese .. ..         | 9                     | 2,372  | 144    |
| Dutch .. ..              | 2                     | 260    | 13     |
| Turkish .. ..            | 1                     | 350    | 7      |
| Total .. ..              | 187                   | 59,129 | 3,714  |

Eleven vessels, with 2,995 tons and 267 crews, belonging to the United States, are whalers that called here for fresh provisions.

Five Italian ships, with 2,757 tons and 84 crews, are vessels which carried emigrants to South America, and three, with 3,763 tons and 219 crews, are mail steamers from and to ports in South America.

The nine Argentine vessels are all mail steamers, running between Italy and places in South America, and touched here on their outward and homeward voyages.

## AGRICULTURE.

As has been shown by the statement of exports, the quantity and value of cochineal, the staple article, as compared with 1873 has considerably decreased, the former by about 8 per cent., and the latter 21 per cent. This has occurred, notwithstanding the efforts that were made by the "Union Agrícola Comercial de Teneriffe," established last year, to check the fall in the value of cochineal in the London and Marseilles markets, which had steadily increased during the last few years. It was not to be expected that this society with its small capital of 18,000*l.*, some say only 12,000, could by their operations very much influence the prices in Europe, and it appears that their attempt

to force the natural current of trade has brought about a contrary result. The society, in order to secure a monopoly of the commodity, and thereby control the market, was induced to offer higher prices than those given by the merchants; the latter, however, were compelled to follow suit, having no other means of placing funds in the foreign markets, the consequence has been an augmented export, realizing prices reduced by about 2*d.* or 3*d.* per lb. The agriculturalists should diminish the cultivation of cochineal, and grow it at less cost by only using land suitable to the growth of the cactus, that does not require expensive preparation, bearing in mind that the substances extracted from coal tar are likely to become dangerous rivals to cochineal, on account of the low price for which they can now be produced. It is stated, that the cost of aniline and alizarine does not exceed from 2 fr. to 3 fr. the kilogramme. Alizarine colours with facility stuffs made of animal matter, such as silks and woollens, and gives a red colour, it is said, in every way equal to that produced by madder, and it is extensively used for dyeing purposes.

It is stated that the garance produced in the south of France has been almost entirely superseded by the use of this chemical product. There is little doubt, however, that cochineal being a less fugitive dye, will still be in demand for colouring costly and durable articles; but the general movement with respect to artificial and natural dyes appears to be that the former will in time be so much improved as to substitute those obtained from living matter.

The cultivation of tobacco has somewhat increased during the year, and in consequence of the extensive failure of the crops in the United States, an augmented demand for the canary produce might have been expected; but the landowners, who have been spoilt by the very large profits they have been accustomed to realize by cochineal, put a price on their tobacco greatly in excess of its value. Cigars sent to London have not found a sale owing to the price demanded being double that obtained for British made and German cigars, that are considered to be as good in flavour and as well manufactured. It appears, also, that little progress has been made in the cultivation of the plant and in the mode of preparing the leaf. The unmanufactured tobacco which has been exported has met with little acceptance; part of it, it is said, has been returned as unsaleable. There is, however, little doubt that a good quality of this commodity can be grown in this soil and climate, but skill and diligence is required in order to compete successfully with other countries as to quality and price. The Spanish Government is about to send a commission to these islands to inspect the tobacco produced, with the view, should it be found that the quality and price bear a sufficiently favourable comparison with that obtained in Cuba, of purchasing it for elaboration in the Government factories. The price offered, should the report of the commission as to quality be satisfactory, is, it is stated, from 20 dol. to 30 dol. per quintal, which is much more than could reasonably have been expected. By an order bearing date the 3rd of December last, data have been called for relative to the production of tobacco in the several islands. The growers are required to send in a statement of the amount and nature of their crops in 1873-74, and the probable quantity that will be obtained in 1875. The realization of this intention on the part of the Government will be of great moment to these islands, and may prove a source of new life and prosperity.

The quantity of wine and other agricultural produce, such as onions and potatoes, that has been exported during the year has been about an average. The first mentioned article, although the vine disease has

very much diminished in intensity and its quality has improved, is still produced in insignificant quantities. The agriculturalists complain that the protective duties, that should be levied on all cereals and on flour imported from foreign countries, are not exacted with sufficient rigour at these free ports; that vast quantities are in consequence introduced fraudulently to their great detriment. As they must be aware that there is no probability of such abuses being corrected in this country, they should, by assiduity and skill, and a judicious outlay of capital, endeavour to compete successfully with the foreign grower,—a result which there is no doubt could, by those means, be attained.

#### PUBLIC WORKS.

There has been little or no progress made in public works at Teneriffe during the year. The few men who are occasionally employed on the works of the mole at this port of Santa Cruz have been repairing, to a slight extent, the damage occasioned by bad weather in 1873. The road to the village of Guimor, on the south side of the island, has been completed.

#### LAS PALMAS.

I have received the following statement of the trade and commerce at Las Palmas from Mr. Wetherell, the British Vice-Consul at that port:—

*Exports.*—I have not been able to obtain from any source whatever the exact or even approximate quantity and value of cochineal exported from the 1st of July to the 31st of December; however, I have no doubt that the total exports for the year rather exceeded those of 1873 in quantity, but fell short of them about 10 per cent. in value. Respecting other articles of export I have no fixed data, but may venture to say that they were much less in quantity and value than in the previous year. Much had been hoped for from tobacco, which competent judges had declared to be capable of being produced of a high quality in this island; but the native growers had built extravagant expectations on it, and refused to cultivate it at prices the half of which is found remunerative in other countries. The exportation, therefore, was very small.

*Imports.*—Here, again, I am without any exact information, but may safely say that the imports fully equalled and perhaps exceeded, both in quantity and value, those of 1873. The closing of the Morocco ports compelled the islanders to seek their staple article of food, Indian corn, from remoter ports and at a higher cost, and although the quantity may not have been greater, the value certainly was. In dry goods the imports have been fully kept up, but chiefly on speculation, as the demand has not been active and stocks are large.

*Shipping and Navigation.*—Under this head I can merely say that there is a continued and rapid tendency to substitute steamers for sailing vessels, the number of the former being greatly increased and the latter almost disappeared. The trade with South America and Cuba is still, however, exclusively carried on in sailing vessels. In point of mail steamers this port has been very neglected. The few Liverpool steamers that irregularly call here often steam off again without giving time for the letters to be sent on board. The two Spanish mail steamers that ply between Cadiz are too old or defective, and continually breaking down.

"The following shows the number, tonnage, and crews of vessels entered at the port of Las Palmas during the year 1874:—



|                           | Number. | Tonnage. | Crews. |
|---------------------------|---------|----------|--------|
| British steamers .. ..    | 63      | 45,598   | 1,967  |
| „ ships .. ..             | 11      | 1,546    | 91     |
| Spanish steamers .. ..    | 24      | 7,386    | 736    |
| „ ships .. ..             | 837     | 37,809   | 9,181  |
| French steamers .. ..     | 15      | 5,904    | 359    |
| United States ships .. .. | 5       | 1,851    | 47     |
| German ships .. ..        | 2       | 372      | 15     |
| Dutch „ .. ..             | 1       | 124      | 6      |
| Total .. ..               | 958     | 100,590  | 12,352 |

“It should be borne in mind that the great majority of vessels engaged in the import and export trade, particularly those coming from Great Britain, France, and Spain, bring general cargoes for the several ports of these islands, and are therefore included in the returns of shipping at each port.

“Besides the above, nine French Government transports with convicts touched for water and provisions; the crews are given as 1,299, but the tonnage is not stated. Of the Spanish sailing vessels, seven (tonnage 1,513, crews 96) from European, other than Spanish ports. The remaining 822 vessels are given as coming from Spanish ports, but were almost exclusively coasting or fishing vessels. The twenty-four steamers consist of one solitary steamer, the ‘Africa,’ that called from Cadiz twice a month; The sixty-three British steamers hailed from Glasgow, Liverpool, London, Gibraltar, North Africa, and West Africa. The fifteen French steamers consisted of one single line, and came from Marseilles, calling at Gibraltar and the North African ports. From the foregoing table I have deduced the following average statement, which, however, must not be taken too severely as a criterion, as the number of vessels is in some cases too small to serve as a statistical basis:—

## STEAMERS.

|               | Average Tonnage. | Average Crews. | Number of Crew per 100 Tons. |
|---------------|------------------|----------------|------------------------------|
| British .. .. | 724              | 31             | 4                            |
| Spanish .. .. | 308              | 31             | 10                           |
| French .. ..  | 394              | 24             | 6                            |

“The seamen required to navigate a British, Spanish, or French steamer would be in the ratio of 4, 10, and 6.

## SHIPS.

|                     | Average Tonnage. | Average Crews. | Number of Crew per 100 Tons. |
|---------------------|------------------|----------------|------------------------------|
| British .. ..       | 111              | 8              | 6                            |
| Spanish .. ..       | 45               | 11             | 24                           |
| United States .. .. | 370              | 9              | 2                            |
| German .. ..        | 186              | 7              | 4                            |
| Dutch .. ..         | 124              | 6              | 5                            |

"Taking all vessels together, irrespective of class, the average would be as follows:—

## STEAMERS AND SHIPS.

|                     | Average<br>Tonnage. | Average<br>Crews. | Average<br>Crew per<br>100 Tons. |
|---------------------|---------------------|-------------------|----------------------------------|
| British .. ..       | 636                 | 28                | 4                                |
| Spanish .. ..       | 52                  | 12                | 22                               |
| French .. ..        | 394                 | 24                | 6                                |
| United States .. .. | 370                 | 9                 | 2                                |
| German .. ..        | 186                 | 7                 | 4                                |
| Dutch .. ..         | 124                 | 6                 | 5                                |

"*Agriculture.*—The continued fall in the price of cochineal has led to the formation of two agricultural societies, based upon very different principles, though professing to have the same object in view,—to arrest the decline of this important branch of industry. Each is limited to a single product, one to tobacco, the other to cochineal. The mission of the first is to afford moderate facilities for improvement in the cultivation of the plant and to the curing of the leaf, as well as to act as agents for its exportation and sale. Although feebly supported by the island at large, it is likely to do some good. The second stands upon false economic principles, and can only do harm. Its object is to buy or advance upon cochineal on a large scale, so as to collect the greater part of the crop, and by holding to compel consumers to buy at certain fixed prices—an experiment that has ever proved disastrous. Its immediate consequence will be to increase the cultivation, already too extended, and we may look forward to a large crop and lower prices. The crop of cereals is likely to prove a full one, and the imports will therefore diminish. The unprecedented fall of rain during the whole year has done much good. A meteorological report would have been interesting, but I have not been able to obtain it from the Observatory when I applied for it.

"*Public Works.*—Little has been done of any real utility. A new slaughter-house has been commenced, and it is in a fair way towards completion. It will be a handsome, airy building, and a great improvement upon the old one. Some open places have been cleared and planted with trees and shrubs, whilst the most important branch, the repairs of the public thoroughfares, has been completely neglected, with the single exception of a street of little traffic that leads to the mayor's private residence.

"*Emigration.*—Here again I can produce no figures, but from personal observation I know that it has been small compared with that of the neighbouring island of Teneriffe. The chief cause of the emigration has been the golden account circulated as to life and prospects in Venezuela and Monte Video, for the labouring classes can still find employment here at slightly reduced wages. Some emigrants have already returned in a worse condition than before.

"*General Remarks.*—The agricultural, commercial, and general prosperity of the island, which seems to have reached its greatest height between 1866 and 1869, has been since the latter year steadily and rapidly declining. During that period prices of cochineal ranged from 3s. 6d. to nearly 6s. per pound, and land yielded from 60l. to nearly 100l. net profit per acre. Trees and vines were uprooted to

make way for the cactus, and large tracts of waste land were placed under the same cultivation. The produce of cochineal increased rapidly and the supply soon exceeded the demand, whilst, on the contrary, other red dyes were discovered and produced at a far lower cost. Prices of cochineal then steadily declined, and growers began to find themselves unable to return the heavy advances they had received from the merchants, and which they had greatly misspent. This has continued up to the present date, prices are now nearly 50 per cent. lower, public confidence has all but disappeared, and the few capitalists refuse to lend at any interest and on any security.

#### PALMA.

Mr. Laremuth, the British Vice-Consul at the Island of Palma, writes to me as follows:—

“The commercial intercourse of the island with foreign countries during the last year, 1874, has been nearly the same as in the anterior yearly period, or perhaps less. Although a greater number of British steamers have called, as it was owing to a competition between two companies, it cannot be considered as showing an increase in commercial transactions. The total cargoes brought by both companies was less than in former years, and if we compare the probable profits, the result must have been calamitous for British interests. Freights have come down to an unusual rate, and prevented British sailing vessels from taking cargo. The generally increasing depression in the foreign markets, of all the products of these islands has proved quite distressing, and if the amount of the numerous taxes imposed by the Spanish Government is borne in mind, also the stationary condition of the rebellion in Cuba, we are infallibly led to a most afflicting prospect. The importation of grain and breadstuffs has decreased about a fourth part. The latest crop of potatoes was quite satisfactory, but unfortunately nearly half was lost through putrefaction and insects. The unexpected rains in August have favoured the cochineal crop, which instead of coming down to 300,000 lbs., has reached 350,000 lbs., the value of which can only be calculated at 26,500*l*. There has been little variation in the silk cocoon crop, the same sickness prevailing. The prices obtained in Marseilles have been generally about 20 per cent. lower than in 1873; we suppose that for the next crop the prices offered will be about 9*d*. or 10*d*. per lb. Only a few sweet almonds have been exported, the price being quite nominal, say about 1*l*. 10*s*. or 1*l*. 8*s*. per cwt. After a thorough examination of the south part of this island, I found it possessed all the necessary conditions for the cultivation of almond trees, and I induced the cultivators to plant this tree. The oidium continues to decrease in intensity; a great many vines are planted every year, we may expect that some wine may be exported at a period not very distant. The cultivation of tobacco, which began with so much excitement, has not yet proved remunerative from want of experience in the cultivation and elaboration, the prices offered in foreign markets have been quite discouraging, even some packages have been returned. The planters being obliged to look out for a substitute for cochineal will, I think, not be discouraged, but will improve and take more care. Shipbuilding has not been quite inactive. One 500 ton barque, one schooner of 200 tons, and another of 50 tons, have been launched, all of them built with the pine of these mountains. The trade with France, through Marseilles, is rather decreasing, that with the United States is stationary. The importations from Spain consist only of olive oil and earthenware from Seville, of salt from

Cadiz, and wine from Barcelona, but the whole in insignificant quantities. Some cotton and woollen goods, also cutlery from Germany have made their appearance in this market, it is quite a new opposition to British manufacture. The roads continue to be in a most precarious state, especially since November, when very heavy rain destroyed those round the town, which have not been repaired. From the beginning of last September, great activity has been observed in the work on the mole, and if it continues, it will probably be concluded by the end of June next, or perhaps before; indeed, in its present condition, the landing and shipping of all goods can be carried on at any time of the tide, and even with heavy surf; when concluded it will be quite adequate to need."

#### LANZAROTE.

Mr. Topham, the British Vice-Consul at the Island of Lanzarote, writes to me as follows:—

"For the year ending the 31st of December last, the imports from Great Britain, from France, and from Spain, especially the two first named, were much less than during the previous year, notwithstanding the large erop of cochineal collected, but its increase in quantity has in no way benefited commerce, in consequence of its unremunerative value in the European markets. As will be seen by return of trade No. 2, the total of imports during the year barely amounted to one-third of 1873. Exports have been much larger than in 1873, especially to France, in consequence of better prices being obtained for cochineal than in England. The amount shipped to those countries was—

|                                   |    |    |    |    | Lbs.    |
|-----------------------------------|----|----|----|----|---------|
| To France                         | .. | .. | .. | .. | 225,285 |
| Great Britain                     | .. | .. | .. | .. | 135,186 |
| Difference in excess to France .. |    |    |    |    | 90,099  |

"This circumstance operates most forcibly towards increasing commercial operations with that country. One thing is evident, that while so large a quantity of cochineal is produced in these islands little or no hopes can be entertained of an advance in price."

#### GENERAL REMARKS.

Owing to the stagnation occasioned by the continued fall in the price of cochineal and the consequent diminished demand for labour, to the unsettled state of the country where civil war and its inevitable consequence, heavy taxation, prevail, and the strife of parties appears to be a chronic evil. Many of the inhabitants of these islands have emigrated to South America with the view of improving their condition. Inducements have been held out to them to settle at Caracas, a free passage and maintenance for a certain time, having been offered by the Government of Venezuela to persons of a suitable condition, and although efforts have been made by the authorities and other parties to check this emigration, several thousands have departed during the year. About 2,000 persons, some belonging to the labouring class, but the greater number being artizans and other needy persons of a higher standing, sailed in two vessels on the 16th of December last for La Guayra. The number announced as having embarked in these vessels, with the required permits, is 1,000, but I have been informed

that as many more got off surreptitiously. This opportunity of going to Caracas free of expense, has been eagerly seized by many, that place having been represented to them as a land of promise, where they will, without much exertion, find riches, and be enabled to return shortly to their homes. It is said, however, that they have been deceived, and that several have already returned.

The projected formation of a society here to establish steam communication between the principal ports of these islands, alluded to in my last report, has not been realized, although it is stated that the Government was disposed to grant an annual subsidy amounting to 500,000 reales vellon, in payment of the mail service. It appears, however, that a British company, "The Canary and Morocco Steamship Company," has entered into a contract with the Spanish Government to perform the postal service. They will also carry goods and passengers between the several islands of the Archipelago. The service was advertised to commence on the 10th of January, 1875, but the necessary arrangements not having been completed, the date of inauguration has been put off to the 1st of April next.

Teneriffe, March 29, 1875.



# SWEDEN AND NORWAY.

## GOTTENBURG.

*Supplementary Report by Consul Duff on the Trade of Gottenburg for the Year 1874.*

### SHIPPING AND NAVIGATION.

THE amount of British and foreign shipping at the port of Gottenburg in 1874 is shown in the following comparative statement of the total arrivals and departures for the last five years, viz. :—

#### ARRIVALS.

| Years.     | British. |         | Foreign. |         | Total. |         |
|------------|----------|---------|----------|---------|--------|---------|
|            | Ships.   | Tons.   | Ships.   | Tons.   | Ships. | Tons.   |
| 1870 .. .. | 330      | 154,018 | 1,640    | 291,644 | 1,970  | 445,662 |
| 1871 .. .. | 328      | 147,208 | 1,589    | 407,337 | 1,917  | 554,545 |
| 1872 .. .. | 313      | 136,122 | 1,848    | 462,365 | 2,161  | 598,487 |
| 1873 .. .. | 297      | 136,100 | 1,882    | 473,605 | 2,179  | 609,705 |
| 1874 .. .. | 303      | 135,669 | 2,257    | 551,504 | 2,560  | 687,173 |

#### DEPARTURES.

| Years.     | British. |         | Foreign. |         | Total. |         |
|------------|----------|---------|----------|---------|--------|---------|
|            | Ships.   | Tons.   | Ships.   | Tons.   | Ships. | Tons.   |
| 1870 .. .. | 325      | 152,706 | 1,338    | 276,242 | 1,663  | 428,948 |
| 1871 .. .. | 333      | 148,520 | 1,306    | 343,137 | 1,639  | 491,657 |
| 1872 .. .. | 313      | 136,122 | 1,487    | 412,423 | 1,800  | 548,545 |
| 1873 .. .. | 293      | 135,362 | 1,449    | 419,600 | 1,742  | 554,962 |
| 1874 .. .. | 305      | 135,907 | 1,623    | 461,669 | 1,928  | 597,576 |

The British arrivals in 1874 consisted of—

|               |    |    |    |    | Number. | Tons.   |
|---------------|----|----|----|----|---------|---------|
| Steam Ships.. | .. | .. | .. | .. | 152     | 111,061 |
| Sailing Ships | .. | .. | .. | .. | 151     | 24,608  |
| Total ..      | .. | .. | .. | .. | 303     | 135,669 |

The following is a statement of British shipping at the other ports of this consular district for 1874, viz. :—

|                    | Ships. | Tons.  |
|--------------------|--------|--------|
| Uddevalla .. .. .  | 21     | 10,169 |
| Warberg .. .. .    | 5      | 1,432  |
| Helsingborg.. .. . | 26     | 4,109  |
| Landskrona .. .. . | 15     | 4,083  |
| Malmö .. .. .      | 41     | 10,895 |
| Ystad .. .. .      | 19     | 4,099  |
| Carlshamn .. .. .  | 3      | 858    |
| Carlskrona .. .. . | 15     | 1,111  |
| Total .. .. .      | 145    | 36,756 |

being 6,352 tons more than in 1873.

The nationality of the foreign shipping which entered the port of Gottenburg in 1874 was as follows:—

|                 | Steam. | Sailing. | Total Ships. | Total Tons |
|-----------------|--------|----------|--------------|------------|
| Sweden .. .. .  | 833    | 718      | 1,551        | 371,840    |
| Norway .. .. .  | 66     | 158      | 224          | 66,186     |
| Denmark .. .. . | 133    | 104      | 237          | 62,567     |
| Germany .. .. . | 15     | 100      | 115          | 24,305     |
| Holland .. .. . | 14     | 59       | 73           | 14,409     |
| France .. .. .  | ..     | 44       | 44           | 7,158      |
| Russia .. .. .  | 1      | 8        | 9            | 3,689      |
| America .. .. . | ..     | 4        | 4            | 1,350      |
| Total .. .. .   | ..     | ..       | 2,257        | 551,504    |

The mercantile fleet of Gottenburg on the 31st December, 1874, consisted of—

|                       | Number. | Tons.   |
|-----------------------|---------|---------|
| Sailing Ships .. .. . | 142     | 86,826  |
| Steam Ships.. .. .    | 61      | 21,802  |
| Total .. .. .         | 203     | 108,628 |

## TRADE AND COMMERCE.

### EXPORTS.

The following table shows the approximate total value of exports from Gottenburg in the last five years, viz.:—

| Years.       | In British Ships. | In Foreign Ships. | Total Value. |
|--------------|-------------------|-------------------|--------------|
|              | £                 | £                 | £            |
| 1870 .. .. . | 846,700           | 1,213,300         | 2,060,000    |
| 1871 .. .. . | 921,500           | 1,428,500         | 2,350,000    |
| 1872 .. .. . | 1,096,300         | 1,855,700         | 2,952,000    |
| 1873 .. .. . | 969,500           | 1,965,500         | 2,935,000    |
| 1874 .. .. . | 884,510           | 1,642,358         | 2,526,868    |

*Iron.*—The export from Gottenburg in 1874 was as follows:—

|                         | Tons.  |
|-------------------------|--------|
| To England .. .. .      | 46,269 |
| France .. .. .          | 5,300  |
| America .. .. .         | 5,250  |
| Belgium .. .. .         | 5,160  |
| Holland .. .. .         | 2,510  |
| Denmark .. .. .         | 2,460  |
| Germany .. .. .         | 2,834  |
| Norway .. .. .          | 228    |
| Other countries .. .. . | 208    |
| Total .. .. .           | 70,219 |

being 4,363 tons less than in 1873.

*Wood.*—Of deals, battens, and boards the export was as follows:—

|                         | Cubit feet. |
|-------------------------|-------------|
| To England .. .. .      | 4,008,178   |
| France .. .. .          | 743,133     |
| Norway .. .. .          | 213,465     |
| Spain .. .. .           | 173,594     |
| Belgium .. .. .         | 155,678     |
| Cape Town .. .. .       | 113,310     |
| Germany .. .. .         | 113,920     |
| Brazil .. .. .          | 75,508      |
| Australia .. .. .       | 38,679      |
| Denmark .. .. .         | 30,690      |
| Algiers .. .. .         | 30,659      |
| Holland .. .. .         | 23,529      |
| Other countries .. .. . | 83,854      |
| Total.. .. .            | 5,809,197   |

1,347,716 cubic feet less than in 1873. Of other kinds of wood the shipments consisted of—

| Articles.               |               | Quantity  |
|-------------------------|---------------|-----------|
| Pitprops .. .. .        | Cubic feet .. | 6,622,490 |
| Timber .. .. .          | " ..          | 435,510   |
| Balks and spars .. .. . | " ..          | 37,810    |
| Deal ends .. .. .       | " ..          | 89,272    |
| Sleepers .. .. .        | " ..          | 318,257   |
| Woodpulp .. .. .        | Cwt. ..       | 108,044   |
| Matches .. .. .         | " ..          | 147,543   |
| Lathwood .. .. .        | Cubit feet .. | 7,290     |
| Staves of oak .. .. .   | Pieces ..     | 214,550   |
| " other sorts .. .. .   | " ..          | 9,233,134 |
| Laths .. .. .           | Value £ ..    | 14,300    |
| Carpenters work .. .. . | " ..          | 42,000    |

*Grain.*—The export of grain from Gottenburg in 1874, chiefly oats, amounted to 416,210 quarters, and from the other ports of this consular district to 699,556 quarters.

*Live Animals.*—Exported from Gottenburg in 1874:—

|                |        |
|----------------|--------|
| Horses .. .. . | 423    |
| Cattle .. .. . | 8,737  |
| Sheep .. .. .  | 1,604  |
| Pigs .. .. .   | 381    |
| Total .. .. .  | 11,145 |

*Dairy Produce.—*

|        |    |    |    |    |    |        |
|--------|----|----|----|----|----|--------|
|        |    |    |    |    |    | Cwt.   |
| Butter | .. | .. | .. | .. | .. | 29,143 |
| Cheese | .. | .. | .. | .. | .. | 3,022  |

## IMPORTS.

The import trade of Gottenburg shows a considerable increase compared with the preceding year, being about 896,700*l.*, as will be seen in the following statement for the last five years, viz. :—

| Years. |    |    |    | In British ships. | In Foreign ships. | Total value. |
|--------|----|----|----|-------------------|-------------------|--------------|
|        |    |    |    | £                 | £                 | £            |
| 1870   | .. | .. | .. | 873,200           | 1,370,800         | 2,244,000    |
| 1871   | .. | .. | .. | 1,227,100         | 1,599,900         | 2,827,000    |
| 1872   | .. | .. | .. | 1,086,300         | 1,785,700         | 2,872,000    |
| 1873   | .. | .. | .. | 1,237,600         | 2,373,900         | 3,611,500    |
| 1874   | .. | .. | .. | 1,437,810         | 3,070,890         | 4,508,200    |

The following comparative statement shows the quantities of the leading articles of import in 1874 and for the year 1873, viz. :—

| Articles.                                |    |    |    |    |            | 1874.      | 1873.      |
|--|----|----|----|----|------------|------------|------------|
| Coal                                     | .. | .. | .. | .. | Tons       | 173,593    | 183,500    |
| Coffee                                   | .. | .. | .. | .. | Lbs.       | 5,815,953  | 8,211,905  |
| Cotton                                   | .. | .. | .. | .. | "          | 12,599,749 | 13,742,436 |
| Cotton yarn                              | .. | .. | .. | .. | "          | 5,226,838  | 3,596,668  |
| Grain, chiefly rye                       | .. | .. | .. | .. | Quarters   | 96,758     | 48,600     |
| Hides                                    | .. | .. | .. | .. | Lbs.       | 3,023,000  | 5,036,200  |
| Meal of wheat and rye                    | .. | .. | .. | .. | Cwts.      | 247,021    | 152,370    |
| Manufactures of silk, linen, cotton, &c. | .. | .. | .. | .. | Lbs.       | 3,835,115  | 2,272,327  |
| Rice and grits                           | .. | .. | .. | .. | "          | 3,221,491  | 2,229,282  |
| Salt                                     | .. | .. | .. | .. | Cubit feet | 1,162,753  | 587,155    |
| Sugar, raw                               | .. | .. | .. | .. | Lbs.       | 16,636,388 | 18,762,635 |
| " refined                                | .. | .. | .. | .. | "          | 4,974,434  | 4,234,877  |
| Treacle                                  | .. | .. | .. | .. | "          | 4,216,391  | 2,462,555  |
| Tobacco                                  | .. | .. | .. | .. | "          | 2,417,199  | 2,209,991  |
| Wool                                     | .. | .. | .. | .. | "          | 1,849,426  | 1,595,292  |
| Woollen yarn                             | .. | .. | .. | .. | "          | 1,166,699  | 865,812    |
| Iron rails                               | .. | .. | .. | .. | Tons       | 30,528     | 17,560     |
| " bar                                    | .. | .. | .. | .. | "          | 2,905      | 1,225      |
| " pig                                    | .. | .. | .. | .. | "          | 5,519      | 4,640      |
| Petroleum                                | .. | .. | .. | .. | Lbs.       | 5,184,928  | 6,002,624  |
| Olive oil                                | .. | .. | .. | .. | "          | 1,332,836  | 1,224,125  |
| Pork                                     | .. | .. | .. | .. | Cwts.      | 93,333     | 76,361     |
| Tea                                      | .. | .. | .. | .. | "          | 80,277     | 59,009     |
| Machinery and implements                 | .. | .. | .. | .. | Value £    | 572,195    | 315,000    |

## EXCHANGES.

The average monthly rates of exchange at Gottenburg for bills at three months' date during 1874 were as follows:—

|                     |    |    |    |    |    | Kr. | ore. |
|---------------------|----|----|----|----|----|-----|------|
| January             | .. | .. | .. | .. | .. | 17  | 92   |
| February            | .. | .. | .. | .. | .. | 17  | 96   |
| March               | .. | .. | .. | .. | .. | 17  | 95   |
| April               | .. | .. | .. | .. | .. | 17  | 97   |
| May                 | .. | .. | .. | .. | .. | 17  | 93   |
| June                | .. | .. | .. | .. | .. | 17  | 95   |
| July                | .. | .. | .. | .. | .. | 18  | 05   |
| August              | .. | .. | .. | .. | .. | 18  | 05   |
| September           | .. | .. | .. | .. | .. | 18  | 04   |
| October             | .. | .. | .. | .. | .. | 18  | 03   |
| November            | .. | .. | .. | .. | .. | 18  | 03   |
| December            | .. | .. | .. | .. | .. | 18  | 01   |
| Average of the year | .. | .. | .. | .. | .. | 17  | 99   |

The amount of bills negotiated at Gottenburg in 1874 was as follows:—  
 2,735,016*l.* sterling, 9,203,678 Hamburg riksmarks, 11,931,830 *fr.*,  
 593,243 Dutch *fl.*, 223,135 Prussian *dol.*, making in Swedish currency  
 a total of 67,520,601 *kronor*, equal in sterling at the par of 18 *kronor*  
 per £ to 3,751,144*l.*, being 10,899*l.* less than the preceding year.

## AGRICULTURE.

The official reports of this district give the following results of the harvest of 1874, viz.:—

*Winter Wheat and Rye.*—A full average quantity of seven to ten fold.

*Spring Corn.*—A fair average crop.

*Barley and Oats.*—A deficient crop.

*Peas, Beans, and Tares.*—A fair average of seven to eight fold.

*Potatoes.*—An average yield damaged by wet.

*Hay.*—A very small crop.

Gottenburg, April 21, 1875.



## TURKEY.

### ALEPPO.

*Report by Consul Skene on the Trade, Navigation, Agriculture, Manufactures, Public Works, and Revenues of North Syria for the Year 1874.*

#### I.—PROVINCE OF ALEPPO.

##### IMPORT TRADE.

DURING the year 1874 a remarkable change has taken place in the conditions on which the business of importing goods from Europe is carried on at Aleppo. Formerly it was in the hands of branch houses belonging to Manchester firms founded by natives of Aleppo, agents in England consigning manufactures to their principals here, salesmen of British exporters and dealers on commission sending orders to the United Kingdom for their customers here. These various lines of trade kept afloat a capital averaging annually 3,000,000*l*. The proportion usually ruling between the value of imports and that of exports was as 2 to 1, until the development of the trade in grain last year reduced the disparity to the ratio of 6 to 5. Although the surplus amount of importation over that of exportation was thus diminished, there still remained a considerable sum to be remitted from Aleppo to Manchester, because it did not always happen that importers could meet the claims on them in England by exporting local produce without loss, and exporters often preferred receiving money to having manufactures consigned to them for the purpose of providing the means of purchasing local produce. A large banking business was therefore necessarily in movement through the manifold operations of the different branches of trade. The natural mechanism required was the establishment of a bank, but none has ever been opened at Aleppo, notwithstanding that this facility for remittances exists in several less important commercial cities of the Ottoman Empire. Speculators sent agents to Beyrout, Smyrna, and Alexandria to buy bills of exchange from the banks there, and send them here for sale with profit. Accounts were kept, and payments were made by cheques. Legitimate trade consequently suffered, not only from the loss of all that the so-called bankers gained by discount and rates of exchange, but also from the risk of having their money in the hands of unreliable billbrokers. One of the greatest of these speculators suddenly stopped payment in the latter half of the year 1874, declaring a deficit of 180,000*l*. without assets. As it was not possible that the business transacted could have proved unprofitable, the real character of the failure was self-evident; but redress in such cases is not so easy of attainment in this country as in Europe, and the many losers had themselves to blame for entering into irregular dealings unsupported by any tangible basis of credit. This incident put a stop to the system of bill speculations, and remit-

tances could afterwards be effected only in bullion. It produced several failures of minor importance amongst the habitual purchasers of Manchester goods from the importers, and none of that class of traders being subsequently trusted, sales of merchandize were concluded for cash alone. All mercantile operations were thus curtailed, but the practice of trade assumed a more sound principle, and on the whole it may be said that the disasters which had befallen individual firms tended to confer advantages on commercial business in general. The immediate consequences of this change in the fundamental conditions of local trade were, that branch houses belonging to Manchester firms founded by natives of Aleppo could no longer keep the amount of their receipts here on a level with that of the engagements entered into in England, agents at Manchester for the consigning of manufactures to their principals here could no longer effect purchases there on so large a scale as they had done before the credit of trade with North Syria had been shaken, salesmen here of British exporters could not dispose of so great a quantity of manufactured goods for cash as on credit, and dealers on commission sending orders to the United Kingdom for their customers were thrown into a state of comparative inactivity by the restriction of their business to customers furnished with ready money. The general stagnation of the import trade has, moreover, been enhanced by the unusual severity of the winter, which prevents traders from coming to Aleppo, according to their usual custom, from the towns in the interior to lay in their annual stock of European goods, which is always bought by them for cash. Failures are the inevitable result of these various contingent causes, and they are now being announced, more or less important, by every mail. The import trade is undergoing an essential transformation which will probably tend to its ultimate advantage, but it is in the meantime falling into a most unsatisfactory state, which must continue until its improved conditions can assume some degree of organization and stability. In this interval houses of business are struggling to keep open, conscientiously or otherwise, while several have already been closed.

The merchandize landed at Alexandretta in the year 1874 has been as follows, the weight being stated in French kilogrammes and the value in francs:—

| Articles.                      | Packages. | Weight.   | Value.     |
|--------------------------------|-----------|-----------|------------|
|                                |           | Kilos.    | Francs.    |
| Manufactures .. .. .           | 24,653    | 2,370,900 | 20,790,900 |
| Cloths .. .. .                 | 399       | 50,355    | 520,000    |
| Linen .. .. .                  | 333       | 41,200    | 94,545     |
| Red caps .. .. .               | 1,039     | 98,655    | 1,351,250  |
| Raw silk .. .. .               | 204       | 18,855    | 946,825    |
| Silk stuffs .. .. .            | 65        | 4,953     | 260,500    |
| Hemp .. .. .                   | 270       | 23,910    | 24,510     |
| Clothes .. .. .                | 71        | 6,390     | 66,500     |
| Coffee .. .. .                 | 1,907     | 181,557   | 222,195    |
| Sugar .. .. .                  | 4,791     | 351,850   | 351,850    |
| Rice .. .. .                   | 5,330     | 520,300   | 270,150    |
| Spices .. .. .                 | 624       | 155,630   | 109,880    |
| Cochineal .. .. .              | 563       | 42,960    | 300,720    |
| Indigo .. .. .                 | 437       | 42,880    | 1,913,400  |
| Drugs .. .. .                  | 491       | 40,750    | 24,700     |
| Logwood .. .. .                | 670       | 15,000    | 4,000      |
| Copperas .. .. .               | 700       | 69,480    | 23,020     |
| Sal ammoniac .. .. .           | 78        | 7,800     | 14,200     |
| Alum .. .. .                   | 5         | 500       | 130        |
| Glass .. .. .                  | 1,156     | 101,990   | 195,980    |
| Henna .. .. .                  | 539       | 45,967    | 45,967     |
| Salt .. .. .                   | 4,505     | 565,700   | 113,400    |
| Copper .. .. .                 | 1,307     | 192,100   | 768,600    |
| Steel .. .. .                  | 205       | 13,027    | 8,890      |
| Pewter, zinc, and lead .. .. . | 599       | 59,890    | 239,560    |
| Iron and nails .. .. .         | 6,282     | 506,466   | 301,675    |
| Tin .. .. .                    | 113       | 6,680     | 10,280     |
| Hardware .. .. .               | 1,868     | 347,798   | 1,147,110  |
| Paper .. .. .                  | 1,510     | 113,883   | 187,350    |
| Provisions .. .. .             | 479       | 33,739    | 164,163    |
| Oil .. .. .                    | 55        | 7,105     | 11,338     |
| Wine and spirits .. .. .       | 967       | 105,823   | 127,858    |
| Flour .. .. .                  | 175       | 17,650    | 15,200     |
| Fruits .. .. .                 | 1,090     | 59,180    | 15,780     |
| Petroleum .. .. .              | 11,807    | 295,165   | 268,150    |
| Matches .. .. .                | 308       | 23,232    | 88,440     |
| Tobacco and cigars .. .. .     | 100       | 6,796     | 33,402     |
| Hair .. .. .                   | 17        | 759       | 123,402    |
| Furniture .. .. .              | 207       | 7,326     | 34,215     |
| Crockery .. .. .               | 83        | 8,270     | 8,270      |
| Saffron .. .. .                | 19        | 630       | 35,909     |
| Furs .. .. .                   | 5         | 350       | 3,900      |
| Leather .. .. .                | 116       | 9,436     | 183,720    |
| Amber and coral .. .. .        | 35        | ..        | 61,200     |
| Watches and jewellery .. .. .  | 12        | ..        | 12,800     |
| Silkworm seed .. .. .          | 5         | ..        | 31,500     |
| Sundries .. .. .               | 2,263     | 220,033   | 746,729    |
| Coal .. .. .                   | ..        | 2,615,000 | 96,755     |
| Bullion .. .. .                | 404       | ..        | 1,358,220  |
| Total .. .. .                  | 81,070    | 9,277,275 | 33,645,157 |

The countries whence the merchandize landed at Alexandretta in the year 1874 was imported were as follows, the weight being stated in French kilogrammes and the value in francs :—

## MANUFACTURED GOODS.

| From—                 | Bales. | Weight.   | Value.     |
|-----------------------|--------|-----------|------------|
|                       |        | Kilos.    | Francs.    |
| Great Britain .. .. . | 14,647 | 313,400   | 10,854,800 |
| France .. .. .        | 280    | 28,000    | 280,000    |
| Italy .. .. .         | 30     | 3,000     | 25,400     |
| Austria .. .. .       | 1,056  | 103,600   | 633,600    |
| Switzerland .. .. .   | 3,327  | 392,500   | 5,327,000  |
| Egypt .. .. .         | 2,399  | 239,900   | 1,918,100  |
| Turkish ports .. .. . | 2,920  | 268,500   | 1,752,000  |
| Total .. .. .         | 24,653 | 2,370,900 | 20,790,900 |

## CLOTHS.

| From—                 | Bales. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| France .. .. .        | 135    | 22,000  | 165,500 |
| Italy .. .. .         | 8      | 975     | 18,800  |
| Austria .. .. .       | 135    | 16,060  | 141,800 |
| Egypt .. .. .         | 49     | 5,675   | 98,000  |
| Turkish ports .. .. . | 52     | 5,180   | 95,900  |
| Total .. .. .         | 399    | 50,355  | 520,000 |

## LINEN.

| From—                 | Bales. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| France .. .. .        | 127    | 15,700  | 42,500  |
| Egypt .. .. .         | 112    | 16,800  | 30,245  |
| Turkish ports .. .. . | 94     | 8,700   | 21,800  |
| Total .. .. .         | 333    | 41,200  | 94,545  |

## RED CAPS.

| From—                 | Bales. | Weight. | Value.    |
|-----------------------|--------|---------|-----------|
|                       |        | Kilos.  | Francs.   |
| France .. .. .        | 156    | 15,080  | 198,800   |
| Austria .. .. .       | 261    | 25,025  | 334,250   |
| Egypt .. .. .         | 312    | 29,050  | 382,450   |
| Turkish ports .. .. . | 310    | 29,050  | 435,750   |
| Total .. .. .         | 1,039  | 98,655  | 1,351,250 |

## RAW SILK.

| From—                 | Bales. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| France .. .. .        | 26     | 1,800   | 108,000 |
| Egypt .. .. .         | 45     | 4,140   | 248,400 |
| Turkish ports .. .. . | 133    | 12,915  | 590,425 |
| Total .. .. .         | 204    | 18,855  | 946,825 |

## SILK STUFFS.

| From—                 | Bales. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| France .. .. .        | 39     | 2,562   | 179,600 |
| Egypt .. .. .         | 23     | 2,186   | 71,500  |
| Turkish ports .. .. . | 3      | 185     | 9,400   |
| Total .. .. .         | 65     | 4,953   | 260,500 |

## HEMP.

| From—                 | Bales. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| France .. .. .        | 23     | 2,050   | 2,650   |
| Turkish ports .. .. . | 247    | 21,860  | 21,860  |
| Total .. .. .         | 270    | 23,910  | 24,510  |

## READY-MADE CLOTHES.

| From—                 | Cases. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| France .. .. .        | 3      | 180     | 2,500   |
| Egypt .. .. .         | 60     | 5,455   | 56,600  |
| Turkish ports .. .. . | 8      | 750     | 7,400   |
| Total .. .. .         | 71     | 6,390   | 66,500  |

## COFFEE.

| From—                 | Bags. | Weight. | Value.  |
|-----------------------|-------|---------|---------|
|                       |       | Kilos.  | Francs. |
| France .. .. .        | 684   | 44,476  | 66,195  |
| Italy .. .. .         | 50    | 3,706   | 6,050   |
| Egypt .. .. .         | 767   | 51,775  | 102,550 |
| Turkish ports .. .. . | 406   | 31,600  | 47,400  |
| Total .. .. .         | 1,907 | 131,557 | 222,195 |



## SUGAR.

| From—                 | Cases. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| France .. .. .        | 2,484  | 165,600 | 165,600 |
| Egypt .. .. .         | 1,517  | 110,700 | 110,700 |
| Turkish ports .. .. . | 790    | 75,550  | 75,550  |
| Total .. .. .         | 4,791  | 351,850 | 351,850 |

## RICE.

| From—                 | Bags. | Weight. | Value.  |
|-----------------------|-------|---------|---------|
|                       |       | Kilos.  | Francs. |
| Great Britain .. .. . | 200   | 20,000  | 10,000  |
| France .. .. .        | 396   | 39,600  | 19,800  |
| Italy .. .. .         | 230   | 23,000  | 11,500  |
| Austria .. .. .       | 89    | 8,900   | 4,450   |
| Egypt .. .. .         | 1,880 | 176,400 | 88,200  |
| Turkish ports .. .. . | 2,535 | 252,400 | 136,200 |
| Total .. .. .         | 5,330 | 520,300 | 270,150 |

## SPICES.

| From—                 | Bags. .. | Weight. | Value.  |
|-----------------------|----------|---------|---------|
|                       |          | Kilos.  | Francs. |
| Great Britain .. .. . | 163      | 12,225  | 24,000  |
| France .. .. .        | 416      | 39,750  | 78,750  |
| Italy .. .. .         | 15       | 1,290   | 2,490   |
| Egypt .. .. .         | 3        | 225     | 500     |
| Turkish ports .. .. . | 27       | 2,140   | 4,140   |
| Total .. .. .         | 624      | 55,630  | 109,880 |

## COCHINEAL.

| From—                 | Bags. | Weight. | Value.  |
|-----------------------|-------|---------|---------|
|                       |       | Kilos.  | Francs. |
| France .. .. .        | 217   | 21,360  | 149,520 |
| Egypt .. .. .         | 260   | 13,000  | 91,000  |
| Turkish ports .. .. . | 85    | 8,600   | 60,200  |
| Total .. .. .         | 563   | 42,960  | 300,720 |

## INDIGO.

| From—         | Cases. | Weight. | Value.    |
|---------------|--------|---------|-----------|
|               |        | Kilos.  | Francs.   |
| Egypt .. .. . | 437    | 42,880  | 1,913,400 |

## DRUGS.

| From—                 | Cases. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| France .. .. .        | 185    | 16,900  | 6,400   |
| Egypt .. .. .         | 246    | 20,900  | 16,800  |
| Turkish ports .. .. . | 60     | 2,950   | 1,500   |
| Total .. .. .         | 491    | 40,750  | 24,700  |

## LOGWOOD.

| From—                 | Packages. | Weight. | Value.  |
|-----------------------|-----------|---------|---------|
|                       |           | Kilos.  | Francs. |
| Great Britain .. .. . | 670       | 15,000  | 4,600   |

## COPPERAS.

| From—                 | Cases. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| Great Britain .. .. . | 225    | 22,500  | 8,150   |
| France .. .. .        | 368    | 36,800  | 9,620   |
| Egypt .. .. .         | 107    | 10,700  | 5,250   |
| Total .. .. .         | 700    | 70,000  | 23,020  |

## SAL AMMONIAC.

| From—                 | Cases. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| Great Britain .. .. . | 78     | 7,800   | 14,200  |

## ALUM.

| From—                 | Cases. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| Great Britain .. .. . | 5      | 500     | 130     |

## GLASS.

| From—                 | Cases. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| Great Britain .. .. . | 150    | 16,900  | 24,000  |
| France .. .. .        | 415    | 38,708  | 77,416  |
| Italy .. .. .         | 75     | 4,800   | 9,600   |
| Austria .. .. .       | 217    | 18,502  | 37,004  |
| Egypt .. .. .         | 92     | 7,580   | 15,160  |
| Turkish ports .. .. . | 237    | 16,400  | 32,800  |
| Total .. .. .         | 1,156  | 101,990 | 195,980 |

## HENNA.

| From—                 | Cases. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| Egypt .. .. .         | 525    | 44,900  | 44,900  |
| Turkish ports .. .. . | 14     | 1,067   | 1,067   |
| Total .. .. .         | 539    | 45,967  | 45,967  |

## SALT.

| From—                 | Bags. | Weight. | Value.  |
|-----------------------|-------|---------|---------|
|                       |       | Kilos.  | Francs. |
| France .. .. .        | 5     | 500     | 300     |
| Turkish ports .. .. . | 4,500 | 565,200 | 113,100 |
| Total .. .. .         | 4,505 | 565,700 | 113,400 |

## COPPER.

| From—                 | Packages. | Weight. | Value.  |
|-----------------------|-----------|---------|---------|
|                       |           | Kilos.  | Francs. |
| Great Britain .. .. . | 948       | 142,200 | 568,800 |
| France .. .. .        | 276       | 39,800  | 159,200 |
| Austria .. .. .       | 8         | 1,050   | 4,200   |
| Egypt .. .. .         | 59        | 7,550   | 30,400  |
| Turkish ports .. .. . | 16        | 1,500   | 6,000   |
| Total .. .. .         | 1,307     | 192,100 | 768,600 |

## STEEL.

| From—                 | Packages. | Weight. | Value.  |
|-----------------------|-----------|---------|---------|
|                       |           | Kilos.  | Francs. |
| Great Britain .. .. . | 25        | 1,400   | 800     |
| France .. .. .        | 13        | 760     | 290     |
| Austria .. .. .       | 153       | 9,700   | 7,000   |
| Turkish ports .. .. . | 14        | 1,167   | 800     |
| Total .. .. .         | 205       | 13,027  | 8,890   |

## PEWTER, ZINC, AND LEAD.

| From—                 | Packages. | Weight. | Value.  |
|-----------------------|-----------|---------|---------|
|                       |           | Kilos.  | Francs. |
| Great Britain .. .. . | 261       | 26,100  | 104,400 |
| France .. .. .        | 283       | 28,300  | 113,200 |
| Italy .. .. .         | 20        | 1,890   | 7,560   |
| Egypt .. .. .         | 35        | 3,600   | 14,400  |
| Total .. .. .         | 599       | 59,890  | 239,560 |

## IRON AND NAILS.

| From—                 | Packages. | Weight. | Value.  |
|-----------------------|-----------|---------|---------|
|                       |           | Kilos.  | Francs. |
| Great Britain .. .. . | 3,525     | 264,370 | 178,975 |
| France .. .. .        | 932       | 42,160  | 15,850  |
| Austria .. .. .       | 42        | 4,200   | 4,200   |
| Greece .. .. .        | 5         | 450     | 300     |
| Egypt .. .. .         | 1,097     | 100,800 | 55,200  |
| Turkish ports .. .. . | 985       | 94,486  | 47,150  |
| Total .. .. .         | 6,282     | 506,466 | 301,675 |

## TIN.

| From—                 | Packages. | Weight. | Value.  |
|-----------------------|-----------|---------|---------|
|                       |           | Kilos.  | Francs. |
| Great Britain .. .. . | 101       | 6,100   | 9,100   |
| Egypt .. .. .         | 12        | 580     | 1,180   |
| Total .. .. .         | 113       | 6,680   | 10,280  |

## HARDWARE.

| From—                 | Cases. | Weight. | Value.    |
|-----------------------|--------|---------|-----------|
|                       |        | Kilos.  | Francs.   |
| Great Britain .. .. . | 75     | 7,500   | 37,500    |
| France .. .. .        | 398    | 32,650  | 195,900   |
| Austria .. .. .       | 327    | 28,540  | 142,700   |
| Egypt .. .. .         | 261    | 222,026 | 485,600   |
| Turkish ports .. .. . | 807    | 57,082  | 285,410   |
| Total .. .. .         | 1,868  | 347,798 | 1,147,110 |

## PAPER.

| From—                 | Cases. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| France .. .. .        | 375    | 31,600  | 45,800  |
| Italy .. .. .         | 188    | 10,900  | 16,350  |
| Austria .. .. .       | 391    | 30,800  | 37,800  |
| Egypt .. .. .         | 144    | 11,560  | 36,800  |
| Turkish ports .. .. . | 412    | 35,023  | 51,100  |
| Total .. .. .         | 1,510  | 119,883 | 187,850 |

## PROVISIONS.

| From—                 | Packages. | Weight. | Value.  |
|-----------------------|-----------|---------|---------|
|                       |           | Kilos.  | Francs. |
| France .. .. .        | 91        | 4,658   | 85,650  |
| Italy .. .. .         | 15        | 562     | 14,500  |
| Austria .. .. .       | 16        | 608     | 18,080  |
| Egypt .. .. .         | 233       | 18,900  | 19,900  |
| Turkish ports .. .. . | 124       | 9,011   | 27,033  |
| Total .. .. .         | 479       | 33,739  | 164,163 |

## OIL.

| From—                 | Barrels. | Weight. | Value.  |
|-----------------------|----------|---------|---------|
|                       |          | Kilos.  | Francs. |
| France .. .. .        | 11       | 630     | 945     |
| Italy .. .. .         | 2        | 146     | 219     |
| Greece .. .. .        | 2        | 239     | 359     |
| Egypt .. .. .         | 15       | 2,250   | 3,975   |
| Turkish ports .. .. . | 25       | 3,840   | 5,840   |
| Total .. .. .         | 55       | 7,105   | 11,338  |



## WINES AND SPIRITS.

| From—                 | Casks. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| Great Britain .. .. . | 13     | 650     | 1,250   |
| France .. .. .        | 241    | 33,608  | 33,608  |
| Italy .. .. .         | 14     | 680     | 1,280   |
| Austria .. .. .       | 177    | 21,860  | 32,660  |
| Greece .. .. .        | 26     | 2,860   | 2,860   |
| Egypt .. .. .         | 144    | 23,800  | 35,850  |
| Turkish ports .. .. . | 352    | 22,365  | 20,350  |
| Total .. .. .         | 967    | 105,823 | 127,858 |

## FLOUR.

| From—                 | Cases. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| France .. .. .        | 47     | 5,160   | 4,600   |
| Egypt .. .. .         | 52     | 5,200   | 4,300   |
| Turkish ports .. .. . | 76     | 7,290   | 6,300   |
| Total .. .. .         | 175    | 17,650  | 15,200  |

## FRUITS.

| From—                 | Packages. | Weight. | Value.  |
|-----------------------|-----------|---------|---------|
|                       |           | Kilos.  | Francs. |
| France .. .. .        | 10        | 460     | 460     |
| Egypt .. .. .         | 2         | 120     | 120     |
| Turkish ports .. .. . | 1,078     | 58,600  | 15,200  |
| Total .. .. .         | 1,090     | 59,180  | 15,780  |

## PETROLEUM.

| From—                 | Cases. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| Egypt .. .. .         | 5,505  | 137,625 | 125,300 |
| Turkish ports .. .. . | 6,302  | 167,540 | 142,850 |
| Total .. .. .         | 11,807 | 295,165 | 268,150 |

## MATCHES.

| From—                 | Cases. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| France .. .. .        | 2      | 160     | 360     |
| Austria .. .. .       | 87     | 6,380   | 9,480   |
| Egypt .. .. .         | 98     | 7,872   | 35,800  |
| Turkish ports .. .. . | 121    | 8,820   | 42,800  |
| Total .. .. .         | 308    | 23,232  | 88,440  |

## TOBACCO AND CIGARS.

| From—                 | Cases. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| France .. .. .        | 45     | 2,808   | 14,040  |
| Italy .. .. .         | 3      | 160     | 800     |
| Austria .. .. .       | 3      | 148     | 740     |
| Turkish ports .. .. . | 49     | 3,680   | 18,400  |
| Total .. .. .         | 100    | 6,796   | 33,980  |

## HAIR.

| From—                 | Cases. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| France .. .. .        | 7      | 293     | 50,706  |
| Austria .. .. .       | 5      | 230     | 35,880  |
| Turkish ports .. .. . | 5      | 236     | 36,816  |
| Total .. .. .         | 17     | 759     | 123,402 |

## FURNITURE.

| From—                 | Packages. | Weight. | Value.  |
|-----------------------|-----------|---------|---------|
|                       |           | Kilos.  | Francs. |
| France .. .. .        | 60        | 5,440   | 26,200  |
| Austria .. .. .       | 230       | 800     | 4,000   |
| Egypt .. .. .         | 43        | 493     | 2,465   |
| Turkish ports .. .. . | 78        | 790     | 1,550   |
| Total .. .. .         | 207       | 7,326   | 34,215  |

## CROCKERY.

| From—                 | Cases. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| France .. .. .        | 35     | 3,640   | 3,640   |
| Greece .. .. .        | 2      | 230     | 230     |
| Egypt .. .. .         | 18     | 1,800   | 1,800   |
| Turkish ports .. .. . | 28     | 2,600   | 2,600   |
| Total .. .. .         | 83     | 8,270   | 8,270   |

## SAFFRON.

| From—          | Cases. | Weight. | Value.  |
|----------------|--------|---------|---------|
|                |        | Kilos.  | Francs. |
| France .. .. . | 16     | 480     | 28,800  |
| Egypt .. .. .  | 3      | 150     | 7,100   |
| Total .. .. .  | 19     | 630     | 35,900  |

## FURS.

| From—                 | Bales. | Weight.       | Value.           |
|-----------------------|--------|---------------|------------------|
| Turkish ports .. .. . | 5      | Kilos.<br>350 | Francs.<br>3,500 |

## LEATHER.

| From—                 | Bales. | Weights.        | Value.            |
|-----------------------|--------|-----------------|-------------------|
| France .. .. .        | 42     | Kilos.<br>3,580 | Francs.<br>71,720 |
| Italy .. .. .         | 3      | 238             | 4,760             |
| Egypt .. .. .         | 8      | 650             | 13,000            |
| Turkish ports .. .. . | 63     | 4,962           | 99,240            |
| Total .. .. .         | 116    | 9,436           | 188,720           |

## AMBER AND CORAL.

| From—           | Cases. | Value.            |
|-----------------|--------|-------------------|
| Italy .. .. .   | 26     | Francs.<br>56,800 |
| Austria .. .. . | 9      | 4,400             |
| Total .. .. .   | 35     | 61,200            |

## WATCHES AND JEWELLERY.

| From—                 | Cases. | Value.           |
|-----------------------|--------|------------------|
| Switzerland .. .. .   | 9      | Francs.<br>9,000 |
| Turkish ports .. .. . | 3      | 3,000            |
| Total .. .. .         | 12     | 12,000           |

## SILKWORM SEED.

| From—                 | Cases. | Value.            |
|-----------------------|--------|-------------------|
| France .. .. .        | 2      | Francs.<br>15,000 |
| Turkish ports .. .. . | 3      | 16,500            |
| Total .. .. .         | 5      | 31,500            |

## SUNDRIES.

| From—                 | Packages. | Weights. | Value.  |
|-----------------------|-----------|----------|---------|
|                       |           | Kilos.   | Francs. |
| Great Britain .. .. . | 181       | 14,480   | 72,400  |
| France .. .. .        | 116       | 10,900   | 65,400  |
| Italy .. .. .         | 59        | 5,680    | 34,080  |
| Austria .. .. .       | 31        | 3,400    | 15,200  |
| Greece .. .. .        | 32        | 2,930    | 11,720  |
| Egypt .. .. .         | 934       | 98,060   | 294,180 |
| Turkish ports .. .. . | 910       | 84,583   | 253,749 |
| Total .. .. .         | 2,263     | 220,033  | 746,729 |

## COALS.

| From—                 | Cargoes. | Weights.  | Value.  |
|-----------------------|----------|-----------|---------|
|                       |          | Kilos.    | Francs. |
| Great Britain .. .. . | 4        | 2,615,000 | 96,755  |

## BULLION.

| From—                 | Bags. | Value.    |
|-----------------------|-------|-----------|
|                       |       | Francs.   |
| France .. .. .        | 4     | 9,300     |
| Austria .. .. .       | 2     | 3,360     |
| Greece .. .. .        | 3     | 1,705     |
| Egypt .. .. .         | 98    | 355,661   |
| Turkish ports .. .. . | 297   | 988,194   |
| Total .. .. .         | 404   | 1,358,220 |

The value of imports from different countries in the year 1874 at Alexandretta has been respectively as follows:—

|                            |            |
|----------------------------|------------|
|                            | Francs.    |
| From Great Britain .. .. . | 12,009,260 |
| France .. .. .             | 2,494,420  |
| Italy .. .. .              | 209,970    |
| Austria .. .. .            | 1,542,523  |
| Switzerland .. .. .        | 5,336,000  |
| Greece .. .. .             | 17,174     |
| Egypt .. .. .              | 6,644,236  |
| Turkish ports .. .. .      | 5,391,024  |
| Total .. .. .              | 33,645,157 |

The goods imported from Egypt and Turkish ports have for the most part been transhipped at Alexandria and Smyrna from steamers not proceeding further on the voyage from European ports to Alexandretta.

*Manufactured Goods* have been imported at Alexandretta in the year 1874 in a quantity less by one-fifth than in the year 1873, for the reasons already stated, but the prices realized have been one-fourth

higher. The amount of business transacted would therefore have been very remunerative were it not for the failures above alluded to, which caused losses of the produce of sales.

*Cloth* has also fallen by one-fifth in the quantity imported, and the prices have been nearly the same as in 1873.

*Linen* has shown a reduction in the quantity imported of one-half, but the prices have risen by 25 per cent. in 1874 as compared with 1873.

*Red Caps* have increased by one-tenth in the quantity imported in 1874 over that of 1873, and the prices have been equally advantageous.

*Raw Silk* has fallen from 326 bales imported to 204, but the price has been comparatively a little more profitable.

*Silk Stuffs* have fallen in the markets of Aleppo to the level of one-half of the quantity imported in previous years, and this has been on account of the critical state of trade which lowered the demand for luxuries. The prices obtained have, however, almost doubled, because goods of a finer quality had been ordered for sale to a higher class of purchasers.

*Hemp* has diminished in the quantity imported by two-fifths, and the prices have not varied much.

*Ready-made Clothes* are rising in importance as an article of Austrian trade with Aleppo in proportion as European ideas advance in North Syria, and their importance has increased by one-third, while the prices have remained nearly the same, being exceedingly remunerative.

*Coffee* has hardly varied either in quantity imported or in prices obtained.

*Sugar* has increased in quantity imported by one-fourth, and the prices have been nearly the same.

*Rice* has increased by one-fifth in quantity and by 20 per cent. in price, more having been brought from Italy and less from Egypt.

*Spices* have fallen in quantity by nearly one-half, the prices having, however, been slightly more advantageous than they were in 1873.

*Cochineal* has diminished by one-fifth in quantity imported on account of the depression of native manufactories, in which it is employed as a dye. The prices have remained nearly the same.

*Indigo* has been imported in less than one-half of the quantity brought in 1873, and the reason of this falling-off is the same as in the case of cochineal. The prices have greatly increased, however, in consequence of the loss of four vessels bringing indigo from Bombay, which left the dyers ill provided even with the limited stock which they required.

*Drugs* have greatly declined in quantity imported, but this has been owing to the excess of importation in previous years, which has never been recovered since, and those which have been sold are the more expensive articles, showing an appearance of an increase in price, but it has not existed in reality.

*Logwood* is suffering the same depression as cochineal and indigo, and it is not encouraged by the offer of good prices for the small quantity imported.

*Copperas* has maintained the increase which commenced in 1873, and the prices are still rising considerably.

*Sal Ammoniac* has fallen off in the quantity imported by one-third on account of the large stock in hand at the commencement of the year, but the prices have increased greatly in consequence of the supply having failed towards the end of the year. The profits realized cannot, therefore, be taken as a criterion of the advantage to be derived from the importation of this article of trade.



*Alum* was first imported in 1873, and the experiment having been unsuccessful, it has not been brought in any considerable quantity in 1874.

*Glass* has been imported in 1874 in almost the same quantity as in 1873, and the prices have been much higher on account of a better quality having been brought.

*Henna* has diminished in quantity imported by one-third, the prices being nearly the same.

*Salt* has almost doubled in quantity imported owing to the inferior quality of the salt of this province, which has encouraged importers to bring a better kind from other parts of Turkey, and it has been sold at a rate almost twice as high as in 1873.

*Copper* has not varied much in quality or price.

*Steel* has diminished in quantity imported by reason of the excess of its importation in 1873, and its price has slightly risen in 1874.

*Pewter, Zinc, and Lead* have fallen in quantity imported and risen in price, in like manner as steel.

*Iron and Nails* have increased in quantity imported by one-fifth, and greatly increased in price on account of a continued rise in the demand.

*Tin* has greatly fallen in quantity imported from causes that have not been ascertained, but the prices have ranged higher during the year.

*Hardware* has also fallen in quantity imported, while the prices have greatly increased on account of better articles being brought.

*Paper* has also been imported in nearly the same quantity as in 1873, but of an inferior quality, and producing a less advantageous result.

*Provisions* have been brought from Turkish ports in much larger quantities than in 1873, and with more profit.

*Oil* is rarely imported from Europe in large quantities, but in 1874 it has nearly doubled in consequence of the deficiency of the yield of the olive trees in this country. The prices have also been a little higher than they were in 1873.

*Wines and Spirits* have not shown so great a number of casks imported, but the proportion of spirits was greater and the amount realized more important, though prices were the same.

*Flour* has been brought in a quantity greater by one-fourth than in 1873, and the price has been much higher, the best quality having been imported.

*Fruits* have arrived from other parts of Turkey in a quantity exceeding that of 1873 by one-half; but the prices have been lower by one-third, because the kinds imported were less expensive.

*Petroleum* has been consigned to Aleppo in quantities greater by one-fifth than in 1873, and the prices realized were latterly one-fourth higher on account of the stock having been soon exhausted.

*Matches* have not kept up to their previous standing in the market, having fallen one-fourth in quantity and risen one-fourth in price, the quality being so expensive that the sale has not been prompt or profitable.

*Tobacco and Cigars* have been imported in a larger quantity and sold at higher prices than in 1873, but with much less advantage on account of the exorbitant duty recently imposed on them.

*Hair* has been increased in quantity from six to seventeen cases imported, and in price by two-fifths in consequence of the quality being much better.

*Furniture* has remained in the same position as an article of importation which it held in 1873.

*Crockery* was classed amongst sundries in the Aleppo Trade Report of 1873, when the quantity imported was very small; but the demand for it from Europe has considerably increased, and it seems likely to take a higher place in trade hereafter.

*Saffron* was also then included in the class of sundries, but it is also rapidly advancing in demand, and is therefore stated separately in the preceding table.

*Furs* are quoted apart in that table for the same reason.

*Leather* likewise.

*Amber and Coral* have fallen from fifty-four to thirty-five cases imported, and have fetched lower prices by one-fourth, partly through the importation of cheaper articles and partly because all objects of luxury are at a discount in the existing critical time for all branches of commerce.

*Watches and Jewellery* are in the same position as regard prices, but the importation of them has increased by one-half, with disastrous results through want of judgment on the part of the importers.

*Silkworm Seed* was formerly classed amongst sundries in the trade reports of Aleppo, but it must now appear alone, as it is apparently a rising article of trade, and the cultivation of silk is becoming more prevalent and successful.

*Sundries*, thus reduced, are not more than half what they were in quantities imported, and two-thirds in value realized. This is no doubt in a great measure produced by the general restriction of business, consequent upon the shaking of credit in local trade.

*Coals* have been imported as usual from Great Britain, not as an article of commerce, but merely as a supply for the use of the steamers touching at Alexandretta. The quantity landed has been one-third less than it was in 1873, which is owing to a large stock having been on hand at the commencement of the year 1874.

*Bullion* has been imported to an amount nearly one-half greater than in 1873, and this has been owing to the failure of speculators in bills of exchange, and the absence of a bank.

The total number of packages landed at Alexandretta has been less than that of 1873 by about one-seventh, and the aggregate value of goods imported has been 1,345,782*l.* 5*s.* 7*d.*, while it was 1,161,026*l.* in 1873. This increase of 184,756*l.* 5*s.* 7*d.* in the value of imports in 1874 over those of 1873, when the quantities imported were less, has two causes,—1st, the extremely profitable prices of all goods before failures commenced, which was in the last quarter of the year; and 2ndly, the superior quality of many of the articles of importation over those imported in 1873, in proportion as the population becomes Europeanized in tastes and habits.

#### EXPORT TRADE.

In a country where vast internal resources exist without manufactures, foreign merchants might find an ample field for speculation in exports, and only make a convenience of imports for the purpose of keeping the market steady by investing in them when prices are too high, while native traders draw from abroad the supplies required to keep the consumption of manufactured goods regularly provided for. The former would thus occasionally realize large profits, and at the same time prevent an undue rise of prices which might divert capital from their business of consigning to Europe the produce of Turkey.

At Aleppo, however, importation is the main artery of trade, and the proceeds of exportation are allowed to flow into it only when its prospects are promising. Turkey consequently suffers from frequent stagnation in the sale of her produce, and from constant glutting of the market in British manufactures. Great Britain suffers from the irregular supply of Turkish produce, and from the unexpected fall of prices of manufactures when the local demand is not adequate to consume them. These evils might be remedied by the development of the internal resources of the country, gradual though it be, but there is unfortunately at present no indication of progression in this respect. Two conditions are essential to the prosperity of exportation,—the means of transport and the liberty of shipment; neither of them as yet exists. Road-making is at a standstill, and the practice of prohibiting exportation as rife as ever. A merchant buys grain, charters a ship, and hires mules and camels for its transport at an exorbitant rate: the cargo is about to be shipped, when a sudden order is issued that no grain shall leave the province, on the ground that there are apprehensions of a local famine, and the merchant loses possibly the half of his capital invested, having to sell his grain for less than the price of its first purchase, as the prohibition lowers its immediate value. The political economy of Europe has long since condemned this practice, which once existed there; but Turkey has still to learn that it is more apt to produce the apprehended evil in another province than to avert it on the spot. Here it is also productive of collateral disadvantages, besides those entailed by it on trade, for it has the doubly demoralizing effect of giving rise to smuggling, which is easy on a coast so ill guarded, and of exciting discontent in the minds of the native traders, who see merchants under foreign protection obtaining an exemption which they solicit in vain for themselves. The export trade of Aleppo, which should be the mainstay of provincial prosperity, offers, therefore, very little inducement to European merchants to engage in it; and its results in 1874, as will be shown further on in this report, sufficiently prove how delusive were the prospects held out and stated in the trade report of 1873 from this consulate.

The merchandize shipped at Alexandretta in the year 1874 has been as follows, the weight being stated in French kilos. and the value in francs:—

|                         | Packages. | Weight.    | Value.     |
|-------------------------|-----------|------------|------------|
|                         |           | Kilos.     | Francs.    |
| Wheat .. .. .           | 68,788    | 7,847,940  | 3,923,970  |
| Barley .. .. .          | 5,766     | 575,000    | 143,275    |
| Rags .. .. .            | 79        | 4,925      | 1,270      |
| Castor oil seed .. .. . | 798       | 83,786     | 129,379    |
| Tobacco .. .. .         | 4,535     | 272,810    | 978,930    |
| Salt fish .. .. .       | 777       | 62,160     | 31,080     |
| Raisins .. .. .         | 764       | 61,120     | 30,580     |
| Wool .. .. .            | 21,142    | 2,470,150  | 4,231,055  |
| Cotton .. .. .          | 6,619     | 720,835    | 1,093,900  |
| Gall nuts .. .. .       | 4,461     | 548,300    | 1,096,600  |
| Yellow berries .. .. .  | 930       | 96,550     | 289,650    |
| Gums .. .. .            | 334       | 40,800     | 81,600     |
| Wax .. .. .             | 28        | 1,640      | 4,920      |
| Glue .. .. .            | 491       | 37,225     | 73,850     |
| Sesame .. .. .          | 6,425     | 672,980    | 386,490    |
| Honey .. .. .           | 127       | 10,160     | 5,400      |
| Oil .. .. .             | 44        | 4,110      | 4,110      |
| Butter .. .. .          | 1,596     | 123,570    | 367,710    |
| Provisions .. .. .      | 972       | 102,608    | 102,608    |
| Silkworm seed .. .. .   | 22        | ..         | 144,000    |
| Silk cocoons .. .. .    | 521       | 60,630     | 1,212,600  |
| Raw silk .. .. .        | 65        | 5,730      | 341,600    |
| Silk stuffs .. .. .     | 48        | 3,600      | 96,000     |
| Furs .. .. .            | 14        | 1,020      | 56,000     |
| Goats' hair .. .. .     | 863       | 88,850     | 444,250    |
| Carpets .. .. .         | 183       | 18,465     | 203,000    |
| Hides .. .. .           | 2,310     | 254,220    | 245,340    |
| Stuffs .. .. .          | 4,698     | 351,846    | 1,165,200  |
| Leather .. .. .         | 338       | 29,540     | 295,400    |
| Scammony .. .. .        | 135       | 17,495     | 165,850    |
| Opium .. .. .           | 4         | ..         | 7,600      |
| Iron .. .. .            | 81        | 8,880      | 5,270      |
| Drugs .. .. .           | 26        | 2,895      | 11,380     |
| Metals .. .. .          | 45        | 6,190      | 18,570     |
| Pistachios .. .. .      | 2,129     | 176,270    | 352,540    |
| Flour .. .. .           | 34        | 3,750      | 1,875      |
| Millet .. .. .          | 2,759     | 300,600    | 113,950    |
| Soap .. .. .            | 981       | 79,600     | 79,600     |
| Sundries .. .. .        | 1,539     | 149,380    | 299,320    |
| Horses .. .. .          | 70        | ..         | 44,000     |
| Oxen .. .. .            | 967       | ..         | 101,320    |
| Sheep .. .. .           | 72,690    | ..         | 2,180,700  |
| Asses and mules .. .. . | 5         | ..         | 2,000      |
| Bullion .. .. .         | 178       | ..         | 1,472,544  |
| Total .. .. .           | 215,429   | 15,290,889 | 21,995,846 |

The countries to which the merchandize shipped at Alexandretta in the year 1874 was exported were as follows, the weight being stated in French kilos. and the value in francs :—

## WHEAT.

| To—                   | Sacks. | Weight.   | Value.    |
|-----------------------|--------|-----------|-----------|
|                       |        | Kilos.    | Francs.   |
| Great Britain .. .. . | 23,681 | 2,689,800 | 1,344,900 |
| France .. .. .        | 4,102  | 4,492,240 | 246,120   |
| Italy .. .. .         | 10,263 | 1,026,300 | 513,150   |
| Austria .. .. .       | 247    | 26,500    | 13,250    |
| Egypt .. .. .         | 8,650  | 957,500   | 478,750   |
| Turkish ports .. .. . | 21,845 | 2,655,600 | 1,327,800 |
| Total .. .. .         | 68,783 | 7,847,940 | 3,923,970 |

## BARLEY.

| To—                   | Sacks. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| Great Britain .. .. . | 2,158  | 215,800 | 53,950  |
| France .. .. .        | 179    | 17,900  | 4,400   |
| Egypt .. .. .         | 577    | 56,100  | 14,025  |
| Turkish ports .. .. . | 2,852  | 285,200 | 71,500  |
| Total .. .. .         | 5,766  | 575,000 | 143,875 |

## RAGS.

| To—                   | Bales. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| Great Britain .. .. . | 73     | 4,475   | 1,120   |
| Turkish ports .. .. . | 6      | 450     | 150     |
| Total .. .. .         | 79     | 4,925   | 1,270   |

## CASTOR OIL SEED.

| To—                   | Sacks. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| France .. .. .        | 610    | 68,386  | 102,579 |
| Egypt .. .. .         | 81     | 9,200   | 13,750  |
| Turkish ports .. .. . | 101    | 11,200  | 13,050  |
| Total .. .. .         | 792    | 88,786  | 129,379 |

## TOBACCO.

| To—                   | Bales. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| Great Britain .. .. . | 1      | 100     | 400     |
| France .. .. .        | 2      | 160     | 640     |
| Egypt .. .. .         | 2,402  | 103,160 | 307,480 |
| Turkish ports .. .. . | 2,130  | 169,390 | 670,410 |
| Total .. .. .         | 4,535  | 272,810 | 978,930 |



## SALT FISH.

| To—                   | Bales. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| Greece .. .. .        | 181    | 14,480  | 7,240   |
| Egypt .. .. .         | 116    | 9,280   | 4,640   |
| Turkish ports .. .. . | 480    | 38,400  | 19,200  |
| Total .. .. .         | 777    | 62,160  | 31,080  |

## RAISINS.

| To—                   | Cases. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| Egypt .. .. .         | 320    | 25,920  | 12,960  |
| Turkish ports .. .. . | 440    | 35,200  | 17,600  |
| Total .. .. .         | 760    | 61,120  | 30,560  |

## WOOL.

| To—                   | Bales. | Weight.   | Value.    |
|-----------------------|--------|-----------|-----------|
|                       |        | Kilos.    | Francs.   |
| Great Britain .. .. . | 1,040  | 124,075   | 205,150   |
| France .. .. .        | 19,064 | 2,221,700 | 3,830,900 |
| Italy .. .. .         | 289    | 36,925    | 56,560    |
| Egypt .. .. .         | 43     | 5,375     | 7,950     |
| Turkish ports .. .. . | 706    | 82,075    | 130,495   |
| Total .. .. .         | 21,142 | 2,470,150 | 4,231,055 |

## COTTON.

| To—                   | Bales. | Weight. | Value.    |
|-----------------------|--------|---------|-----------|
|                       |        | Kilos.  | Francs.   |
| Great Britain .. .. . | 63     | 6,945   | 10,850    |
| France .. .. .        | 4,480  | 492,800 | 753,900   |
| Italy .. .. .         | 19     | 2,100   | 3,600     |
| Austria .. .. .       | 514    | 51,940  | 75,800    |
| Egypt .. .. .         | 401    | 42,150  | 63,250    |
| Turkish ports .. .. . | 1,142  | 124,900 | 186,500   |
| Total .. .. .         | 6,619  | 720,835 | 1,093,900 |

## GALL NUTS.

| To—                   | Bags. | Weight. | Value.    |
|-----------------------|-------|---------|-----------|
|                       |       | Kilos.  | Francs.   |
| Great Britain .. .. . | 602   | 75,050  | 150,100   |
| France .. .. .        | 3,110 | 388,750 | 777,500   |
| Italy .. .. .         | 233   | 27,500  | 55,000    |
| Austria .. .. .       | 151   | 16,200  | 32,400    |
| Egypt .. .. .         | 208   | 25,900  | 51,800    |
| Turkish ports .. .. . | 137   | 14,900  | 29,800    |
| Total .. .. .         | 4,461 | 548,800 | 1,096,600 |

## YELLOW BERRIES.

| To—                   | Bags. | Weight. | Value.  |
|-----------------------|-------|---------|---------|
|                       |       | Kilos.  | Francs. |
| Great Britain .. .. . | 261   | 28,000  | 84,000  |
| France .. .. .        | 548   | 54,800  | 164,400 |
| Austria .. .. .       | 70    | 8,100   | 24,300  |
| Egypt .. .. .         | 6     | 750     | 2,250   |
| Turkish ports .. .. . | 45    | 4,900   | 14,700  |
| Total .. .. .         | 930   | 96,550  | 289,650 |

## GUMS.

| To—                   | Cases. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| Great Britain .. .. . | 202    | 25,050  | 50,100  |
| France .. .. .        | 32     | 3,650   | 7,900   |
| Austria .. .. .       | 46     | 5,230   | 10,460  |
| Egypt .. .. .         | 12     | 1,510   | 3,020   |
| Turkish ports .. .. . | 42     | 5,060   | 10,120  |
| Total .. .. .         | 334    | 40,800  | 81,600  |

## WAX.

| To—             | Cases. | Weights. | Value.  |
|-----------------|--------|----------|---------|
|                 |        | Kilos.   | Francs. |
| France .. .. .  | 24     | 1,360    | 4,080   |
| Austria .. .. . | 4      | 280      | 840     |
| Total .. .. .   | 28     | 1,640    | 4,920   |

## GLUF.

| To—                   | Cases. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| Egypt .. .. .         | 125    | 9,775   | 18,950  |
| Turkish ports .. .. . | 366    | 27,450  | 54,900  |
| Total .. .. .         | 491    | 37,225  | 73,850  |

## SESAME.

| To—                   | Sacks. | Weight. | Value   |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| France .. .. .        | 5,938  | 620,480 | 310,240 |
| Egypt .. .. .         | 201    | 22,600  | 11,300  |
| Turkish ports .. .. . | 236    | 29,900  | 14,950  |
| Total .. .. .         | 6,425  | 672,980 | 336,490 |

## HONEY.

| To—                   | Skins. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| Egypt .. .. .         | 5      | 400     | 260     |
| Turkish ports .. .. . | 122    | 9,760   | 5,140   |
| Total .. .. .         | 127    | 10,160  | 5,400   |

## BUTTER.

| To—                   | Skins. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| Egypt .. .. .         | 932    | 70,450  | 211,350 |
| Turkish ports .. .. . | 664    | 53,120  | 156,360 |
| Total .. .. .         | 1,596  | 123,570 | 367,710 |

## PROVISIONS.

| To—                   | Packages. | Weight. | Value.  |
|-----------------------|-----------|---------|---------|
|                       |           | Kilos.  | Francs. |
| Great Britain .. .. . | 12        | 1,450   | 1,450   |
| France .. .. .        | 6         | 730     | 730     |
| Italy .. .. .         | 2         | 230     | 230     |
| Austria .. .. .       | 1         | 75      | 75      |
| Egypt .. .. .         | 549       | 57,623  | 57,623  |
| Turkish ports .. .. . | 402       | 42,500  | 42,500  |
| Total .. .. .         | 972       | 102,603 | 102,603 |

## SILKWORM SEED.

| To—                   | Cases. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| France .. .. .        | 6      | ..      | 48,000  |
| Turkish ports .. .. . | 16     | ..      | 96,000  |
| Total .. .. .         | 22     | ..      | 144,000 |

## SILK COCOONS.

| To—                   | Bales. | Weight. | Value.    |
|-----------------------|--------|---------|-----------|
|                       |        | Kilos.  | Francs.   |
| France .. .. .        | 175    | 13,250  | 265,000   |
| Turkish ports .. .. . | 346    | 47,380  | 947,600   |
| Total .. .. .         | 521    | 60,630  | 1,212,600 |

## RAW SILK.

| To—                   | Bales. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| France .. .. .        | 1      | 75      | 4,300   |
| Italy .. .. .         | 1      | 75      | 4,300   |
| Egypt .. .. .         | 10     | 780     | 45,000  |
| Turkish ports .. .. . | 53     | 4,800   | 288,000 |
| Total .. .. .         | 65     | 5,780   | 341,600 |

## SILK STUFFS.

| To—                   | Bales. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| France .. .. .        | 8      | 600     | 10,000  |
| Egypt .. .. .         | 12     | 900     | 24,000  |
| Turkish ports .. .. . | 28     | 2,100   | 56,000  |
| Total .. .. .         | 48     | 3,600   | 96,000  |

## FURS.

| To—                   | Cases. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| Turkish ports .. .. . | 14     | 1,020   | 56,000  |

## GOAT'S HAIR.

| To—                   | Bales. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| Great Britain .. .. . | 8      | 950     | 4,750   |
| Egypt .. .. .         | 162    | 18,000  | 90,000  |
| Turkish ports .. .. . | 698    | 69,900  | 349,500 |
| Total .. .. .         | 868    | 88,850  | 444,250 |

## CARPETS.

| To—                   | Bales. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| Great Britain .. .. . | 1      | 115     | 2,000   |
| France .. .. .        | 19     | 2,050   | 38,000  |
| Egypt .. .. .         | 88     | 8,800   | 88,000  |
| Turkish ports .. .. . | 75     | 7,500   | 75,000  |
| Total .. .. .         | 183    | 18,465  | 203,000 |

## HIDES.

| To—                   | Bales. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| France .. .. .        | 1,580  | 159,600 | 159,600 |
| Italy .. .. .         | 187    | 13,900  | 13,960  |
| Austria .. .. .       | 7      | 830     | 830     |
| Greece .. .. .        | 3      | 350     | 350     |
| Egypt .. .. .         | 225    | 25,600  | 25,600  |
| Turkish ports .. .. . | 358    | 45,000  | 45,000  |
| Total .. .. .         | 2,310  | 245,280 | 245,340 |

## STUFFS.

| To—                   | Bales. | Weight. | Value.    |
|-----------------------|--------|---------|-----------|
|                       |        | Kilos.  | Francs.   |
| Great Britain .. .. . | 30     | 1,750   | 30,000    |
| France .. .. .        | 2      | 150     | 2,000     |
| Egypt .. .. .         | 1,091  | 81,825  | 218,200   |
| Turkish ports .. .. . | 3,575  | 268,120 | 915,000   |
| Total .. .. .         | 4,698  | 351,845 | 1,165,200 |

## LEATHER.

| To—                   | Bales. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| France .. .. .        | 8      | 650     | 6,500   |
| Egypt .. .. .         | 161    | 12,880  | 128,800 |
| Turkish ports .. .. . | 169    | 16,010  | 160,100 |
| Total .. .. .         | 338    | 29,540  | 295,850 |



## SCAMMONY.

| To—                   | Cases. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| Great Britain .. .. . | 7      | 870     | 4,350   |
| France .. .. .        | 8      | 825     | 25,500  |
| Egypt .. .. .         | 112    | 15,200  | 76,000  |
| Turkish ports .. .. . | 8      | 600     | 60,000  |
| Total .. .. .         | 135    | 17,495  | 165,850 |

## OPIUM.

| To—                   | Cases. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| Great Britain .. .. . | 1      | ..      | 2,000   |
| Turkish ports .. .. . | 3      | ..      | 5,600   |
| Total .. .. .         | 4      | ..      | 7,600   |

## IRON.

| To—                   | Packages. | Weight. | Value.  |
|-----------------------|-----------|---------|---------|
|                       |           | Kilos.  | Francs. |
| Greece .. .. .        | 4         | 480     | 320     |
| Egypt .. .. .         | 25        | 2,800   | 1,850   |
| Turkish ports .. .. . | 52        | 5,600   | 3,100   |
| Total .. .. .         | 81        | 8,880   | 5,270   |

## DRUGS.

| To—             | Cases. | Weight. | Value.  |
|-----------------|--------|---------|---------|
|                 |        | Kilos.  | Francs. |
| France .. .. .  | 9      | 830     | 3,320   |
| Austria .. .. . | 5      | 615     | 2,460   |
| Egypt .. .. .   | 12     | 1,450   | 5,800   |
| Total .. .. .   | 26     | 2,895   | 11,580  |

## METALS.

| To—                   | Packages. | Weight. | Value.  |
|-----------------------|-----------|---------|---------|
|                       |           | Kilos.  | Francs. |
| France .. .. .        | 8         | 1,100   | 3,300   |
| Italy .. .. .         | 9         | 1,500   | 4,500   |
| Greece .. .. .        | 1         | 160     | 480     |
| Egypt .. .. .         | 7         | 830     | 2,490   |
| Turkish ports .. .. . | 20        | 2,600   | 7,800   |
| Total .. .. .         | 45        | 6,190   | 18,570  |

## PISTACHIO NUTS.

| To—                   | Cases. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| France .. .. .        | 191    | 18,500  | 37,000  |
| Austria .. .. .       | 10     | 850     | 1,700   |
| Russia .. .. .        | 7      | 610     | 1,220   |
| Egypt .. .. .         | 859    | 73,900  | 147,800 |
| Turkish ports .. .. . | 1,062  | 82,410  | 164,820 |
| Total .. .. .         | 2,129  | 176,270 | 352,540 |

## FLOUR.

| To—                   | Bags. | Weight. | Value.  |
|-----------------------|-------|---------|---------|
|                       |       | Kilos.  | Francs. |
| Egypt .. .. .         | 6     | 650     | 325     |
| Turkish ports .. .. . | 28    | 3,100   | 1,550   |
| Total .. .. .         | 34    | 3,750   | 1,875   |

## MILLET.

| To—                   | Sacks. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| Great Britain .. .. . | 1,522  | 174,300 | 66,050  |
| Egypt .. .. .         | 861    | 86,500  | 31,600  |
| Turkish ports .. .. . | 376    | 89,800  | 18,300  |
| Total .. .. .         | 2,759  | 300,600 | 115,950 |

## SOAP.

| To—                   | Cases. | Weight. | Value.  |
|-----------------------|--------|---------|---------|
|                       |        | Kilos.  | Francs. |
| Great Britain .. .. . | 2      | 150     | 150     |
| Egypt .. .. .         | 147    | 11,760  | 11,760  |
| Turkish ports .. .. . | 832    | 67,690  | 67,690  |
| Total .. .. .         | 981    | 79,600  | 79,600  |

## SUNDRIES.

| To—                   | Packages. | Weight. | Value.  |
|-----------------------|-----------|---------|---------|
|                       |           | Kilos.  | Francs. |
| Great Britain .. .. . | 71        | 7,880   | 15,760  |
| France .. .. .        | 184       | 16,500  | 33,000  |
| Austria .. .. .       | 68        | 6,900   | 13,900  |
| Greece .. .. .        | 4         | 400     | 860     |
| Egypt .. .. .         | 624       | 61,000  | 122,000 |
| Turkish ports .. .. . | 588       | 56,900  | 113,800 |
| Total .. .. .         | 1,539     | 149,580 | 299,320 |

## HORSES.

| To—                  | Head. | Value.            |
|----------------------|-------|-------------------|
| Egypt.. .. .         | 40    | Francs.<br>24,000 |
| Turkish port .. .. . | 30    | 20,000            |
| Total .. .. .        | 70    | 44,000            |

## OXEN.

| To—           | Head. | Value             |
|---------------|-------|-------------------|
| Malta .. .. . | 231   | Francs.<br>27,720 |
| Egypt.. .. .  | 736   | 73,600            |
| Total .. .. . | 967   | 101,320           |

## SHEEP.

| To—          | Head.  | Value.               |
|--------------|--------|----------------------|
| Egypt.. .. . | 72,690 | Francs.<br>2,180,700 |

## ASSES AND MULES.

| To—          | Head. | Value.           |
|--------------|-------|------------------|
| Egypt.. .. . | 5     | Francs.<br>2,000 |

## BULLION.

| To—                   | Bags. | Value.             |
|-----------------------|-------|--------------------|
| Great Britain .. .. . | 25    | Francs.<br>234,750 |
| France. .. .. .       | 71    | 533,660            |
| Greece .. .. .        | 5     | 3,375              |
| Russia.. .. .         | 7     | 4,484              |
| Egypt.. .. .          | 51    | 616,845            |
| Turkish ports .. .. . | 19    | 79,480             |
| Total .. .. .         | 178   | 1,472,544          |

The value of exports to different countries in the year 1874 from Alexandretta has been respectively as follows:—

|                  |    |    |    |    |    | Francs.    |
|------------------|----|----|----|----|----|------------|
| To Great Britain | .. | .. | .. | .. | .. | 2,289,910  |
| France           | .. | .. | .. | .. | .. | 7,378,744  |
| Italy ..         | .. | .. | .. | .. | .. | 657,300    |
| Austria          | .. | .. | .. | .. | .. | 176,015    |
| Greece           | .. | .. | .. | .. | .. | 12,625     |
| Russia..         | .. | .. | .. | .. | .. | 5,704      |
| Egypt ..         | .. | .. | .. | .. | .. | 5,178,473  |
| Turkish ports    | .. | .. | .. | .. | .. | 6,297,075  |
| Total            | .. | .. | .. | .. | .. | 21,995,846 |

The goods exported to Egypt and Turkish ports have been sent in a great measure to Alexandria and Smyrna, to be shipped there for European ports in steamers not touching at Alexandretta.

*Wheat* was exported from Alexandretta with great success and in large quantities up to the beginning of November, when a sudden prohibition of its exportation put a stop to it at the very time when it was assuming greater proportions in quantity and profits. Merchants saw their interests wantonly sacrificed, for there was no plausible motive to warrant the adoption of such a measure. Grain was abundant in the country, and the motive assigned, that it was scarce in Asia Minor, should have kept the trade open in order that supplies might be obtained from here. Famine was raging at Angora, and the surplus of Aleppo was prevented from going there. The cultivators of this province also saw their interests sacrificed, as they found no longer any sale for the corn which they hoped to dispose of with advantage. The quantity sold previously to the prohibition had already exceeded that which was exported in 1873, and the prices paid were much more remunerative, being better than those of 1873 by one-fourth.

*Barley* suffered similar disadvantages as wheat from the prohibition of its exportation, eight times as much as the quantity shipped in 1873 having been exported in 1874. The prices were more favourable than in 1873 by about one-fifth, and the results, if more had been bought, might have been very satisfactory, as the value was still increasing when the trade was stopped.

*Rags* have doubled in quantity exported, and the prices have been nearly the same.

*Castor Oil Seed* has more than tripled in quantity exported, and the prices fetched have been much more remunerative.

*Tobacco* has remained the same in quantity exported in 1874 as in 1873, and the prices have been similar.

*Salt Fish* have greatly increased in quantity exported, but prices have not been so favourable.

*Raisins* have been on about the same footing in 1874 as in 1873.

*Wool* has fallen off a little, but not much, in quantity exported and in value.

*Cotton* has been only half as abundant in 1874 as in 1873, and its price somewhat better.

*Gall Nuts* have suffered the same diminution as cotton, and their price has also improved.

*Yellow Berries* are still increasing in importance with regard to quantity, but the value has diminished. The proportions, however, have not been accurately ascertained.

*Gums* have retained their former position in local trade without much variation.

*Wax* has fallen about one-third in quantity as well as in value.

*Glue* has fallen still more in quantity and value.

*Sesame* is suffering from the demand failing, and only one-third of the quantity shipped in 1873 has been exported in 1874. The price has fallen one-half.

*Honey* has risen greatly both in quantity and in price.

*Oil* has remained under the same conditions as in 1873.

*Butter* has been exported in only one-fourth of the quantity shipped in 1873, and the prices have been nearly the same.

*Provisions* have been exported in about the same diminished ratio as butter, and their proceeds have been in the proportion of one-half, on account of the cheaper kinds having been shipped.

*Silkworm Seed* has been exported to only half the extent of 1873, and at the same price.

*Silk Cocoons* have furnished a similar amount of exportation as that of 1873, and at much higher prices, not, however, accurately ascertained.

*Raw Silk* has slightly fallen in abundance, but the prices have rather improved.

*Silk Stuffs* of native manufactures have been sent to Egypt in a quantity greater by one-fourth than in 1873, and at much higher prices, better goods having been exported.

*Furs*, brought from Russia overland, have been sent to Asia Minor in quantities nearly four times as great as in 1873, and at prices three times as high, being of more expensive kinds.

*Goat's Hair* has retained the same place as an export.

*Carpets* have augmented in quantity exported and in prices obtained.

*Hides* have been stationary in the Aleppo market, varying neither in quantity nor in price, but there have been proportionately more of the small Turcoman bullocks' skins shipped in 1874 than in 1873, and the total value is therefore less.

*Stuffs* of cotton and woollen native manufactures have been sent to Egypt and Asia Minor as usual, but in a smaller quantity than in 1873, but it is difficult to collect accurate data in a trade belonging exclusively to Syrian dealers. It is believed that the profits of this trade have declined in a remarkable degree.

*Leather* of the Aleppo tanneries has been also exported in a smaller quantity than in 1873, and with a considerable fall in price, but not easy to estimate, in consequence of the proportion of cheap goods having been very great.

*Scammony*, both in roots and in extract, has almost disappeared from the Aleppo market, through its adulteration, and the prices of the two kinds are nearly the same as in 1873.

*Opium* has been grown in small quantities in this province, and it has been exported with indifferent success. The extent of this business is almost the same as in 1873, and the result has been still less advantageous.

*Iron*, wrought in this country, is always exported to the neighbouring provinces, on a small scale and with little profit. The particulars cannot be obtained from the native traders in it.

*Drugs* have increased in 1874 in quantity exported and in prices obtained, but the native druggists who deal in them cannot be induced to give information with regard to their business lest competitors should come forward to share their profits.

*Metals*, consisting in iron from Marash and copper from Argan, have been exported in a quantity almost twice as great as that of 1873, and at a price much higher, but not accurately ascertained.

*Pistachio Nuts* have been exported in almost twice as great a



quantity as in 1873, but at considerably lower prices, on account of the quality of the yield having been inferior.

*Flour* has not been successful as an article of exportation, and the failure of the attempt made in 1873 has reduced the quantity exported in 1874 to insignificance.

*Millet* was becoming an important export when the prohibition of the shipment of all kinds of grain put an end to speculations of this kind. The quantity already exported was considerable, and the prices remunerative. Millet subsequently became unsaleable, as the abundance of wheat in the country prevented its being required as a bread-stuff, and no other use can be made of it here, though it is always marketable in France and Italy.

*Soap* has declined in quantity exported and in prices realized. It has been relieved of the 8 per cent. export duty which impeded the manufacturing of it, but as this wise though tardy relief occurred only towards the end of the year 1874, it has not yet had time to operate advantageously.

*Sundries* have greatly increased in quantity exported, consisting for the most part in numerous limited experiments made, some of which may form a new article of exportation by holding out a good prospect for next year.

*Horses* have, like cereals, been prohibited as an article of exportation, as it was thought in high quarters that the Arabian breed was being lost through the extensive purchases made by dealers for the Indian market, and only a few have been exported in 1874 by special permission.

*Oxen* have also been the object of a similar prohibition with the view of preventing the villagers from selling their agricultural live stock. The villagers would have no desire to do so if agriculture were not oppressed and rendered unprofitable by the defective mode of collection of taxes which still prevail. There are, moreover, other oxen in the country besides those used in the plough, and as beef does not constitute an article of food in this country, the Government obliges every villager possessed of an old ox or cow to turn it out to starve instead of allowing him to receive 4*l.* for it from the agents of butchers at Alexandria. A few bullocks have been exported by special permission in 1874 obtained through foreign protection, and the natives complain of the injustice done them.

*Sheep* have been exported in nearly equal numbers to those of 1873, and with similar enormous profits.

*Asses and Mules* have hardly been exported at all in 1874, and the reason of this falling-off seems to be the glutting of the Egyptian market in previous years.

*Bullion* has fallen in value exported from 233,306*l.* in 1873 to 58,901*l.* in 1874, in consequence of the stagnation of the import trade after the period when remittances had ceased to be undertaken by speculators in bills of exchange.

The total number of packages shipped at Alexandretta in 1874 has risen to 215,429 from 162,841 exported in 1873, and this increase has been in spite of various prohibitions, showing that the export trade would improve if it were allowed to enjoy a certain degree of liberty. The aggregate value of the goods exported in 1874 has been 879,833*l.* 16*s.* 9½*d.*, while it was 969,816*l.* in 1873. This decrease of 89,982*l.* 3*s.* 2½*d.* in the value of exports in 1874 from those of 1873 is amply accounted for by the above-mentioned prohibitions, without which there can be no doubt that there would have been a considerable increase.

## CUSTOMS' DUES.

Complaints are still made against the custom-house at Alexandretta, and probably not without reason; but it cannot be denied, on the other hand, that it would be absolutely impossible for the custom-house at Alexandretta to give satisfaction to the merchants of Aleppo, whose business is transacted by agents more or less trustworthy, and always prone to throw the responsibility of their own shortcomings on the establishment with which they have to deal on behalf of their employers. The removal of the custom-house from Aleppo to Alexandretta, which was earnestly opposed as injurious to trade in the reports of this consulate in 1869, when it was decreed by the Porte, can only be justifiable in the event of Alexandretta becoming to Aleppo what Beyrout has become to Damascus, a seat of import and export trade as well as a shipping port. This is further than ever from being the case, and no commercial business of any kind is transacted at Alexandretta on account of its increasing unhealthiness. The import and export trade of Aleppo, being generally worth about 3,000,000*l.*, will readily be admitted to have a gigantic exceptional circumstance when it is recollected that it is dependant for the efficiency of all its shipping and fiscal transactions on the ability and integrity of a limited community of so-called factors, who consent to live or die at Alexandretta, shivering from malaria fever, in order to realize anyhow the means of leaving the place to settle in business elsewhere. If the Porte were to lay out 2,000*l.* on the draining of the marsh at Alexandretta, a commercial town would certainly rise there as rapidly as Beyrout did after the Egyptian occupation of Syria, the harbour of the former place being much better than that of the latter, and the establishment of the custom-house on the coast rather than in the interior, as it was before 1869, would be advantageous instead of being detrimental both to trade and to the Imperial Treasury.

The receipts of the custom-house during the year 1874 have been nearly the same as in 1873, the increase of imports having been counterbalanced by the decrease of exports. Although the increase in the one branch of trade has been more than double the decrease in the other, the greater proportion of the export duties over that of the import duties has tended to equalize the receipts.

The depreciation of some articles of importation since the existing tariff was stipulated between Great Britain and Turkey has acted as an impediment to the increase of trade between North Syria and the United Kingdom. Rather than pay a fixed duty exceeding the ratio of an *ad valorem* duty, merchants endeavour to procure their goods from other countries on more advantageous terms. The articles of importation which have thus fallen out of their original conditions, and call for modification in the event of the tariff being revised, are as follows:—

| Merchandise.                     | Weight.       | Value by<br>Tariff. | Present<br>Value. |
|----------------------------------|---------------|---------------------|-------------------|
|                                  |               | Piastres.           | Piastres.         |
| Alum .. .. .                     | Per quintal . | 76·40               | 53·75             |
| Copper in sheets .. .. .         | Per oke ..    | 18·80               | 10                |
| Cochineal .. .. .                | " ..          | 59·45               | 39·90             |
| Coffee, West India and Brazil .. | Per 100 oke   | 766·                | 546·50            |
| Printed cotton kerchiefs .. ..   | Per dozen ..  | 11·50               | 7·70              |
| Turkey .. .. .                   | " ..          | 21·10               | 14·50             |
| Lappets, 48/52 .. .. .           | " ..          | 37·90               | 25·70             |
| " 63/64 .. .. .                  | " ..          | 63·70               | 41·15             |
| Tanjibs, 4/4 .. .. .             | Per piece ..  | 22·80               | 17·70             |
| " 7/8 .. .. .                    | " ..          | 28·50               | 23·15             |
| Printed cottons—                 |               |                     |                   |
| 1 and 2 colours .. .. .          | " ..          | 52·80               | 38·60             |
| 3 and 6 colours .. .. .          | " ..          | 77·60               | 45                |
| Shirtings .. .. .                | Per oke ..    | 24                  | 14·80             |
| Sugar, in loaf .. .. .           | Per quintal.  | 286·55              | 191               |
| " crushed .. .. .                | " ..          | 219·70              | 188               |
| Tin, in plates .. .. .           | Per two cases | 368·30              | 240·50            |

Logwood, which is much used here as a dye, is not tarified, and can be imported more profitably from other countries on their tariff than from England on an ad valorem duty. It is tarified at 30·75 piastres when imported from France, which is still an equitable valuation. A further defect of the existing tariff between Great Britain and Turkey is that the cotton of Syria does not appear as an article of exportation.

A great improvement has taken place in the year 1874 through the abrogation of the 8 per cent. duty on exports from one part of the Ottoman Empire to another. This reform had been loudly called for, as many products of agriculture and native manufactures were suffering from that oppressive impost, and, now that it has been abolished, they will rise in value as exports. One drawback exists, however, from the beneficial effects of the change as regards cereals, which, if no longer burdened with an onerous duty, are occasionally kept out of the market by what is much worse, arbitrary prohibitions of exportation.

Another change effected in 1874 has been the transformation of the duty on tobacco into a Régie after the French model. This system, whatever may be its merits in France and other European countries, is of difficult application to Turkey, being costly, and offering greater facilities for smuggling than under the previous mode of collection; indeed, since its adoption, almost all the tobacco consumed pays no duty at all. Four forms of taxation have been tried, all equally unsuccessfully:—1st, the levying of an import duty proportionate to the quality of the tobacco imported; 2nd, the imposing of a fixed duty of 2 piastres per oke; 3rd, taking an assessment of from 6 to 19 piastres per oke; and 4th, an indiscriminate charge of 20 piastres per oke on all tobacco. The result of all these devices having been similar, as no duty-paying tobacco can compete with smuggled tobacco, all the attention of dealers in it has been directed towards the best means of eluding the payment of duty in any ratio or form, which has been done most successfully. Then came the imitation of Europe in a matter altogether peculiar to this country in its nature as regards production, importation, and consumption, which seems likely to culminate in the conviction that it is not profitable to collect any tobacco duty whatsoever, and that no realizable amount of duty levied on it can suffice to cover the expense of its collection.

## NAVIGATION.

The import and export trades together have employed 215 steamers and 224 sailing vessels, which have entered and cleared at the shipping port of Alexandretta in 1874, their aggregate tonnage being 175,138. The countries to which they belonged are as follows:—

|                       | Steamers. | Tonnage. | Sailing<br>Ships. | Tonnage. |
|-----------------------|-----------|----------|-------------------|----------|
| Great Britain .. .. . | 72        | 38,190   | 2                 | 549      |
| France .. .. .        | 57        | 54,704   | ..                | ..       |
| Russia .. .. .        | 54        | 30,552   | ..                | ..       |
| Italy .. .. .         | ..        | ..       | 6                 | 1,794    |
| Austria .. .. .       | ..        | ..       | 4                 | 1,745    |
| Greece .. .. .        | ..        | ..       | 10                | 1,230    |
| Egypt .. .. .         | 14        | 3,380    | 70                | 6,956    |
| Turkey .. .. .        | 18        | 26,500   | 132               | 9,538    |
| Total .. .. .         | 215       | 153,326  | 224               | 21,812   |

The number of British vessels has been less than that of 1873 by only 2; France has had 12 fewer in 1874 than in 1873; Russia has had an equal number; Italy, 3 fewer; Austria, 2 fewer; Greece, 3 more; Egypt, 6 more; Turkey, 36 more; and America had 1 in 1873 and none in 1874. These figures do not show any great difference between the two years, the only considerable increase being that of Turkish vessels, which are for the most part small coasting brigs. The number of vessels entering and clearing, moreover, can furnish no indication of the state of trade, no criterion of its activity or stagnation, because the French and Russian steamers ply regularly whether they carry cargo or not.

## INTERNAL TRADE.

The principal markets on which the prosperity of the internal trade of Aleppo is dependant are those of Asia Minor. The smaller towns of North Syria and the nomadic population of the Desert draw the commodities they require from Aleppo, but the amount of business done with them is of much less importance than the commercial relations between the province of North Syria and the provinces lying to the north of it, and extending from the Taurus range of mountains to the southern shores of the Black Sea. Several annual fairs take place in Asia Minor, at Zilla, Yaprakli, and other central positions, at which the internal trade of Aleppo plays a prominent part, and large profits are realized by it. This chief resource has been entirely wanting in the year 1874, on account of the extreme penury suffered in most districts, and the actual famine still raging in some of them through the failure of the crops. Many hundreds of lives having been lost from sheer starvation, a large proportion of the rural population having emigrated to other parts of Turkey in search of work or alms, and the remaining inhabitants being in a very critical condition between want and occasional relief from Constantinople, it could not be expected that the usual fairs should be held, or that merchandize should be sent to the towns and villages for sale. Great depression of the internal trade of Aleppo has thus been a necessary consequence of bad harvests in Asia Minor.

*Carpets* of native manufacture have been sold in the interior to an



amount not exceeding a fourth part of that which found a ready and profitable sale in 1873. The prices have also been considerably less remunerative, the whole return for the capital of 6,000*l.* invested in this branch of internal trade having been under 5 per cent.

*Felt Rugs* have been less injured in the markets than carpets, as they are not so expensive, and they are more used by the poor. The number of bales sent to Asia Minor and Egypt in 1874 has been twenty-three, and eighty-five have been sold in North Syria, but the capital employed, 1,140*l.*, has hardly given any return.

*Leather*, as prepared at Aleppo for the manufacture of Oriental boots and shoes, has not been sent anywhere for sale in 1874, and the usual quantity of it, about 12,000*l.* worth, has been purchased by the shoemakers of Aleppo, and is included in the value of their handiwork.

*Cloaks and Girdles* made at Aleppo have not been sought for by the traders of the interior on account of the apprehension that they might remain on hand or be sold with difficulty below their value. The quantity manufactured, worth 30,000*l.*, has in a great measure been stored in the hope of a demand arising.

*Planks and Beams* have been in the accustomed ratio of 15,000*l.* worth, and the profits realized by dealers in them have been very great in consequence of the withdrawal of capital from trade and employment of it in building and repairing houses.

*Soda and Potash* have recovered some of their former importance in local trade from the abolition of the 8 per cent. duty on soap. In 1873 only 3,600*l.* worth found a sale to soapboilers, while in 1874 the quantity consumed has reached nearly 20,000*l.* in value.

*Woolen and Cotton Stuffs* still form a very advantageous business in so far as they have been sent for sale to the towns in the interior of North Syria and to Egypt, but a large proportion of the 20,000*l.* worth annually produced by the hand looms of Aleppo, has been without return as yet, none having been sent to Asia Minor.

*Soap* has been progressing favourably since it was freed from the onerous duty which checked its manufacture. From 1,677 cases the quantity made has risen to 10,000, worth 48,000*l.*, and it has been in great demand in other Turkish provinces on account of its known good quality.

*Silk Stuffs* have retained the same position in the internal trade of Aleppo as they held in previous years, because there never has been a demand for them in Asia Minor, where those of Broussa are preferred. Their value has been about 3,000*l.*, and half of the quantity manufactured has gone to Egypt. The profit on them is barely remunerative.

*Boots and Shoes* of Aleppo manufacture are still much sought after, but the closing of the fairs in Asia Minor has reduced the quantity made by more than one-third. In 1873 20,000*l.* worth was made, and in 1874 only 13,000*l.* It is impossible to compute the profit realized on them as they are not sold to exporters and wholesale dealers but sent out of the province or sold in it by the makers themselves, who are very numerous and averse to giving information.

The total value of the internal trade of this province in 1874, has, therefore, been estimated as follows:—



|                                   | £       |
|-----------------------------------|---------|
| Carpets .. .. .                   | 6,000   |
| Felt rugs .. .. .                 | 1,140   |
| Cloaks and girdles .. .. .        | 30,000  |
| Planks and beams .. .. .          | 15,000  |
| Soda and potash .. .. .           | 20,000  |
| Woollen and cotton stuffs .. .. . | 20,000  |
| Soap .. .. .                      | 48,000  |
| Silk stuffs .. .. .               | 3,000   |
| Boots and shoes .. .. .           | 13,000  |
| Total .. .. .                     | 156,140 |

This amount exceeds that of 1873, which is owing to the abolition of the duty on soap, enabling it to cover a deficit of one-fifth on other articles and to raise the total by another fifth.

The aggregate value of the whole trade of the province of Aleppo in the year 1874 has thus been 2,381,756*l.* 1*s.* 9½*d.*, derived from its three sources in the following proportions:—

|                        | £         | s. | d. |
|------------------------|-----------|----|----|
| Imports .. .. .        | 1,345,782 | 5  | 0  |
| Exports .. .. .        | 879,833   | 16 | 9½ |
| Internal trade .. .. . | 156,140   | 0  | 0  |
| Total .. .. .          | 2,381,756 | 1  | 9½ |

The value of the imports in 1874 exceeds that of 1873 by 184,756*l.* 5*s.*; the value of the exports in 1874 is less than that of 1873 by 210,477*l.* 3*s.* 2½*d.*; and the value of the internal trade in 1874 exceeds that of 1873 by 29,431*l.* There has consequently been an improvement in the state of trade of the province of Aleppo in every branch, excepting exports, which falling off has been due, as stated above, to a local crisis produced by fraudulent bankruptcies, and in some measure to prohibitions on the part of the Government.

The rate of exchange has risen from 116¾ piastres to 117 piastres per £ sterling, and bills drawn at three months' sight were freely negotiated at par, or a little over it, until the panic occurred in October, when no signatures were taken except those of the Imperial, Ottoman, and Egyptian Banks.

#### AGRICULTURE.

The crops of 1874 were above the average yield, but not so abundant as was expected in winter, the spring having been deficient in the quantity of rain required for great harvests in this country. This deficiency of rain was especially prejudicial to the summer culture of cotton, sesame, and other such plants. The mode of cultivation has been in no way improved, and the peasants continue, with the defective implements used here from time immemorial, to draw from the soil what its remarkable fertility can return for the rudest process of tillage. So imperfect is this primitive system of husbandry that it may not be too much to say that the agricultural products derived from it would be doubled in quantity by the use of appliances more calculated to work the land with success and by the intelligent treatment of the cereals sown. The soil is fertile, and the labourer diligent and frugal, but little more can be expected of either than the bare necessities of village life, because unfavourable influences oppress the rural population. The farming of the tithes places them at the mercy of speculators, while the exactions of the city notables interested in cultivation, and the grinding of the usurers, who make an easy prey of the

peasantry when they once get into debt, leave a slender chance for a country labourer of retaining from the produce of his toil more than is barely sufficient to keep him alive. The Turkish Government, justly alarmed by this state of matters, thought of finding its remedy in the indiscriminate protection of the villagers against their creditors, but this device has had the detrimental effect of preventing the former from obtaining the loans which they occasionally require and might easily repay, for moneylenders withdraw from such investments in presence of a blind favour extended to borrowers on agricultural security. In time, no doubt, a remedy for the evil will be found in a modification of the law of property, which, as it now stands, can confer nothing more on the cultivator than a mere usufruct, of which he may be deprived at will by the Government when land lies fallow for more than three years. Were the right of occupation permanent and available for foreclosing, capital would never be wanting to the rural classes on favourable terms when their cultivation calls for unusual outlay. The existing law destroys the efficacy of landed security for loans by prohibiting judicial sales for debt. The lender has, therefore, nothing to demand execution on but farming stock and implements, which cannot be taken from the peasant without entailing on him irretrievable ruin by depriving him of the means of cultivating his land, and making his title to it lapse thereby. The proportion of land to the population is so excessive, that, by converting the former into the real property of the latter, portions of it might always be mortgaged for loans contracted at a moderate rate on realizable security, or better still, be sold, when money is required.

*Wheat* had commanded a good price and a ready sale up to the time when its exportation was prohibited, when its value fell. The average rate during the year has been 40 piastres per shumbul, and the whole quantity grown in 1874 has been 110,500,340 lbs. worth 586,090*l.*, which is less than the value of 1873 by nearly a fourth part.

*Barley* is declining as an agricultural product of North Syria, the cultivation of wheat being more profitable. The prices were also low, 1,250,000 lbs. grown in 1874 having been sold for 4,982*l.*, which is one-ninth part below the value of the yield in 1873.

*Rice* has not been a successful crop in 1874 on account of the want of rain. Only 402,000 lbs. were produced, worth 3,610*l.*, being about half the quantity and value of the yield in 1873.

*Maize* failed completely through drought and hardly any was harvested.

*Millet* was little sown in 1874, not being a favourite article of cultivation. About 2,000,000 lbs. were grown, worth 1,800*l.*, being the fourth part of the produce of 1873.

*Cotton* could not be abundant in so dry a season, and the weather not having been propitious at seed time, there was not more than the half of the usual quantity of seed sown. The yield was 1,472,000 lbs., worth 48,370*l.*

*Lentils* have almost ceased to be cultivated, excepting when there is much rain in spring. This not having been the case in 1874, the quantity produced was incalculably small.

*Sesame* also suffered from the dry season. Very little was sown, and hardly any produced.

*Castor Oil Plants* were in the same condition as the other summer crops in 1874, quite insignificant.

*Vetches* are sown in autumn for fodder, and they succeeded well in 1874, as 750,000 lbs. were produced, worth 800*l.*

*Opium* was little cultivated in 1874.

*Saffron* has altogether disappeared as a summer crop.

*Cumin* likewise.

The yield and value of these different agricultural products of North Syria during the year 1874 have been as follows :—

| Articles.           | Weight.     | Value.  |
|---------------------|-------------|---------|
|                     | Lbs.        | £       |
| Wheat .. .. .       | 110,500,340 | 586,090 |
| Barley .. .. .      | 1,250,000   | 4,982   |
| Rice .. .. .        | 402,000     | 3,610   |
| Maize .. .. .       | ..          | ..      |
| Millet .. .. .      | 2,000,000   | 1,800   |
| Cotton .. .. .      | 1,472,000   | 48,370  |
| Lentils .. .. .     | ..          | ..      |
| Sesame .. .. .      | ..          | ..      |
| Castor oil plant .. | ..          | ..      |
| Vetches .. .. .     | 750,000     | 800     |
| Opium .. .. .       | ..          | 7,600   |
| Saffron .. .. .     | ..          | ..      |
| Cumin .. .. .       | ..          | ..      |
| Total .. .. .       | ..          | 653,252 |

The aggregate value of the agricultural produce of the province of Aleppo in 1874 has been one-third less than that of 1873. The price of labour has been the same as in previous years, 1s. per diem for unskilled workmen, and from 2s. to 2s. 8d. for masons and carpenters.

#### MANUFACTURES.

The hand looms of the province of Aleppo have been celebrated for centuries all over the East. Their productiveness has fluctuated in proportion as the imitated stuffs from Switzerland are more or less successful in the local market. When they are made too light, a revulsion takes place in favour of the Aleppo weavers, a thousand more of whom are immediately employed. Not only are the stuffs woven by the natives more substantial, but the dyes applied to them less liable to fade, being used in their unadulterated state as imported, and no fictitious means of thickening are employed as in Europe, where gum, starch, glycerine, &c., are resorted to in the preparation of goods for sale in the Levant. Under ordinary circumstances, about 8,000 looms are at work, but that number is occasionally raised to 11,000, the machinery being of the most simple construction. In 1874, the highest possible pressure was put on this industry in the beginning of the year, which promised to be still more satisfactory than 1873, but when the disastrous state of Asia Minor became known, establishments were rapidly reduced, and at the close of the year there were not more than 5,000 looms in activity.

*Stuffs* have not been woven in 1874 so extensively as in 1873, but still this branch of native manufactures is kept up, though on a smaller scale, and it will probably rise to its usual proportions when the demand in the interior ceases to be obstructed by the pressure of famine. The whole quantity has not exceeded the value of 16,000£.

*Soap* has been boiled in 1874 to a greater extent than in 1873, the total value of it having been little short of 50,000£. The prospects of this local industry are rapidly improving on account of the fiscal disadvantages having been removed which formerly obstructed them.

*Liquorice* has not been manufactured in 1874, on account of the failure of the establishment founded by a Frenchman for that purpose at Antioch, through the systematic opposition made to it by the local authorities.

*Cotton Twist* has also suffered from the same want of encouragement, and the mill at Antioch remains closed.

*Raw Silk* has not been more fortunate, and the winding apparatus imported is not used.

The total value of native manufactures in the province of Aleppo during the year 1874 has been 210,000*l.*, divided as follows:—

|        |    |    |    |    |    |    |         |
|--------|----|----|----|----|----|----|---------|
|        |    |    |    |    |    |    | £       |
| Stuffs | .. | .. | .. | .. | .. | .. | 160,000 |
| Soap   | .. | .. | .. | .. | .. | .. | 50,000  |
| Total  | .. | .. | .. | .. | .. | .. | 210,000 |

The falling off would have been very great, had it not been for the revival of soap boiling, the relative proportions of 1873 and 1874 having been nearly equalized thereby.

#### PUBLIC WORKS.

No results have been obtained in 1874 with regard to roadmaking, and the reason of this inactivity seems to have been the frequent changes of provincial governors, no one of whom had time to do anything before his recall.

#### REVENUES.

To the same cause may be ascribed the impossibility of obtaining correct financial data. One Governor-General would order their delivery, and his successor, arriving before they were communicated, would countermand it. Steps were successfully taken to remove the interdiction, but another change would take place, requiring a renewal of endeavours, and a fourth, nay, even a fifth, recall in the short space of one year left this particular, with most other local business, unprovided for with any satisfactory degree of precision.

Approximate statements are, therefore, all that can be furnished in this report, as follows:—

|   |    |    |    |    |    |            |
|---|----|----|----|----|----|------------|
|   |    |    |    |    |    | Piastres.  |
| Direct tax  | .. | .. | .. | .. | .. | 9,750,000  |
| Tax on Non-Mussulman population in lieu of military service | .. | .. | .. | .. | .. | 1,140,000  |
| Indirect taxes  | .. | .. | .. | .. | .. | 2,670,000  |
| Tax on sheep  | .. | .. | .. | .. | .. | 4,720,000  |
| Tithes on agricultural produce                              | .. | .. | .. | .. | .. | 19,500,000 |
| Various small taxes   | .. | .. | .. | .. | .. | 1,150,000  |
| Total   | .. | .. | .. | .. | .. | 38,930,000 |

Of this sum, about 9,000,000 *pias.* are expended annually for the support of the provincial establishment, and a surplus of nearly 30,000,000 *pias.*, equal to 256,410*l.*, is paid into the Imperial treasury. Customs' dues are not included in this surplus, being drawn by the general custom-house department at Constantinople.



## II.—PROVINCE OF ADANA.

## IMPORT TRADE.

In 1874, the importation of European goods at the port of Mersyna has been deficient, as at Alexandretta, but from a different cause. No commercial crisis or failures took place there, while the decrease of consumption on account of the famine in Asia Minor was even more prejudicial to the interests of trade, as the markets of the interior draw their supplies from Mersyna. More foreign wares have been imported from France proportionately than in 1873, which has been owing to their cheapness in comparison with those of England, having rendered them more saleable in a time of penury. The merchants engaged in the import trade are exclusively commission agents, charging 2 per cent. on the value of all business transacted, and they do not, therefore, suffer any loss from fluctuations and unremunerative sales, which affect their own amount of profit in a very trifling degree. All purchases are paid for in cash.

The merchandize landed at Mersyna in the year 1874 has been as follows, the weight being stated in Turkish okes and the value in pounds sterling:—

| Articles.                 | Packages. | Weight.   | Value.  |
|---------------------------|-----------|-----------|---------|
|                           |           | Okes.     | £       |
| Manufactures .. .. .      | 30,200    | 1,400,000 | 380,000 |
| Coffee .. .. .            | 3,500     | 200,000   | 30,000  |
| Sugar .. .. .             | 5,800     | 500,000   | 32,000  |
| Rice .. .. .              | 3,400     | 330,000   | 18,700  |
| Spices .. .. .            | 930       | 22,000    | 22,000  |
| Bagging .. .. .           | 600       | 15,000    | 3,000   |
| Tobacco .. .. .           | 2,200     | 200,000   | 400,000 |
| Soap .. .. .              | 2,000     | 140,000   | 11,000  |
| Provisions .. .. .        | 2,500     | 20,000    | 8,000   |
| Wines and spirits .. .. . | 1,240     | 200,000   | 7,000   |
| Nails .. .. .             | 500       | 50,000    | 2,000   |
| Sundries .. .. .          | 1,000     | 80,000    | 40,000  |
| Wheat .. .. .             | 11,300    | 1,680,000 | 22,000  |
| Barley .. .. .            | 10,150    | 1,800,000 | 15,800  |
| Total .. .. .             | 75,320    | 6,637,000 | 991,500 |

The countries whence the merchandize landed at Mersyna in the year 1874 was imported were as follows, the weight being stated in Turkish okes and the value in pounds sterling:—

## MANUFACTURES.

| From—                 | Bales. | Weight.   | Value.  |
|-----------------------|--------|-----------|---------|
|                       |        | Okes.     | £       |
| Great Britain .. .. . | 16,340 | 759,810   | 204,250 |
| France .. .. .        | 310    | 14,415    | 3,875   |
| Italy .. .. .         | 5      | 232       | 62      |
| Austria .. .. .       | 932    | 43,338    | 11,650  |
| Switzerland .. .. .   | 2,750  | 128,375   | 34,875  |
| Egypt .. .. .         | 6,300  | 292,950   | 78,750  |
| Turkish ports .. .. . | 3,563  | 160,880   | 48,538  |
| Total .. .. .         | 30,200 | 1,400,000 | 380,000 |



## COFFEE.

| From—                 | Bags. | Weight. | Value. |
|-----------------------|-------|---------|--------|
|                       |       | Okes.   | £      |
| France .. .. .        | 1,320 | 75,240  | 12,000 |
| Italy .. .. .         | 640   | 36,480  | 1,412  |
| Egypt .. .. .         | 1,100 | 62,700  | 11,056 |
| Turkish ports .. .. . | 440   | 24,580  | 5,532  |
| Total .. .. .         | 3,500 | 200,000 | 30,000 |

## SUGAR.

| From—                 | Casks. | Weight. | Value. |
|-----------------------|--------|---------|--------|
|                       |        | Okes.   | £      |
| France .. .. .        | 3,060  | 263,160 | 16,830 |
| Egypt .. .. .         | 1,117  | 96,062  | 6,143  |
| Turkish ports .. .. . | 1,623  | 140,778 | 9,027  |
| Total .. .. .         | 5,800  | 500,000 | 30,000 |

## RICE.

| From—                 | Bags. | Weight. | Value. |
|-----------------------|-------|---------|--------|
|                       |       | Okes.   | £      |
| Great Britain .. .. . | 362   | 35,114  | 1,991  |
| France .. .. .        | 837   | 81,189  | 4,693  |
| Italy .. .. .         | 106   | 10,232  | 533    |
| Egypt .. .. .         | 1,220 | 118,540 | 6,011  |
| Turkish ports .. .. . | 875   | 84,875  | 4,812  |
| Total .. .. .         | 3,400 | 330,000 | 18,700 |

## SPICES.

| From—                 | Bags. | Weight. | Value. |
|-----------------------|-------|---------|--------|
|                       |       | Okes.   | £      |
| Great Britain .. .. . | 307   | 7,061   | 7,061  |
| France .. .. .        | 520   | 12,570  | 12,570 |
| Turkish ports .. .. . | 103   | 2,369   | 2,369  |
| Total .. .. .         | 930   | 22,000  | 22,000 |

## BAGGING.

| From—                 | Bales. | Weight. | Value. |
|-----------------------|--------|---------|--------|
|                       |        | Okes.   | £      |
| Great Britain .. .. . | 600    | 15,000  | 3,000  |

## TOBACCO.

| From—                 | Bales. | Weight. | Value. |
|-----------------------|--------|---------|--------|
|                       |        | Oks.    | £      |
| France .. .. .        | 900    | 81,000  | 16,200 |
| Turkish ports .. .. . | 1,300  | 119,000 | 23,800 |
| Total .. .. .         | 2,200  | 200,000 | 40,000 |

## SOAP.

| From—                 | Cases. | Weight. | Value. |
|-----------------------|--------|---------|--------|
|                       |        | Oks.    | £      |
| Turkish ports .. .. . | 2,000  | 140,000 | 11,000 |

## PROVISIONS.

| From—                 | Cases. | Weight. | Value. |
|-----------------------|--------|---------|--------|
|                       |        | Oks.    | £      |
| France .. .. .        | 650    | 5,200*  | 2,450  |
| Egypt .. .. .         | 1,430  | 11,440  | 4,290  |
| Turkish ports .. .. . | 420    | 3,360   | 1,260  |
| Total .. .. .         | 2,500  | 20,000  | 8,000  |

## WINES AND SPIRITS.

| From—                 | Casks. | Weight. | Value. |
|-----------------------|--------|---------|--------|
|                       |        | Oks.    | £      |
| Great Britain .. .. . | 32     | 5,152   | 960    |
| France .. .. .        | 358    | 114,560 | 1,790  |
| Turkish ports .. .. . | 850    | 80,288  | 4,250  |
| Total .. .. .         | 1,240  | 200,000 | 7,000  |

## NAILS.

| From—                 | Casks. | Weight. | Value. |
|-----------------------|--------|---------|--------|
|                       |        | Oks.    | £      |
| Great Britain .. .. . | 205    | 20,500  | 840    |
| France .. .. .        | 295    | 29,500  | 1,160  |
| Total .. .. .         | 500    | 50,000  | 2,000  |

## SUNDRIES.

| From—                 | Packages. | Weight. | Value. |
|-----------------------|-----------|---------|--------|
|                       |           | Okes.   | £      |
| Great Britain .. .. . | 90        | 7,200   | 3,600  |
| France .. .. .        | 54        | 4,320   | 2,160  |
| Italy .. .. .         | 22        | 1,760   | 880    |
| Austria .. .. .       | 14        | 1,120   | 560    |
| Greece .. .. .        | 16        | 1,280   | 640    |
| Egypt .. .. .         | 504       | 40,320  | 20,160 |
| Turkish ports .. .. . | 300       | 24,000  | 12,000 |
| Total .. .. .         | 1,000     | 80,000  | 40,000 |

## WHEAT.

| From—                 | Bags.  | Weight.   | Value. |
|-----------------------|--------|-----------|--------|
|                       |        | Okes.     | £      |
| Egypt .. .. .         | 4,500  | 648,000   | 8,780  |
| Turkish ports .. .. . | 6,800  | 1,032,000 | 18,220 |
| Total .. .. .         | 11,300 | 1,680,000 | 22,000 |

## BARLEY.

| From—                 | Bags.  | Weight.   | Value. |
|-----------------------|--------|-----------|--------|
|                       |        | Okes.     | £      |
| Egypt .. .. .         | 3,600  | 637,200   | 5,400  |
| Turkish ports .. .. . | 6,550  | 1,163,800 | 10,400 |
| Total .. .. .         | 10,150 | 1,800,000 | 15,800 |

The goods imported from Egypt and Turkish ports have for the most part been transhipped at Alexandria and Smyrna, from steamers not proceeding further on the voyage, from European ports to Mersyna. The small quantity of wheat and barley imported during a dread of the famine in Asia Minor, extending into the province of Adana, was, however, drawn from the produce of Egypt and Turkish provinces.

*Manufactured Goods* have been landed at Mersyna in much larger quantities in 1874 than in 1873, owing to the encouragement given to speculation by an abundant harvest; but the demand from the interior declined so rapidly during the famine in Asia Minor, that prices fell and goods remained in the warehouses.

*Coffee* has fallen off in the proportion of one-fourth less imported in 1874 than in 1873. The prices were much higher.

*Sugar* has increased in quantity imported, but has not been rapidly sold, and the prices that have been realized have not differed much from those of 1873.

*Rice* has not exceeded one half of the quantity imported in 1873. The prices have, however, been much higher on account of its scarcity, consignments having been in a great measure discontinued on the spreading of the famine; and wheat dispatched instead of rice.

*Spices* have been in greater demand in 1874 than in 1873, and have commanded higher prices.

*Bagging* has not been imported to any considerable extent, on account of the large stock on hand at the beginning of the year.

*Tobacco* has retained the same position as in 1873, both as to quantity imported and to prices fetched.

*Soap* has increased slightly in importance and remunerativeness.

*Provisions* have advanced by two-fifths in quantity, while they fell a little in value.

*Wines and Spirits* have not fluctuated much.

*Nails* have diminished in quantity imported, and remained stationary in value.

*Sundries* have fallen off in both respects.

*Wheat* has been more largely imported in 1874, chiefly through consignments from Egypt for the use of the sufferers by the famine in Asia Minor.

*Barley* has been imported in 1874, chiefly for the same cause, which did not affect the market in 1873.

#### EXPORT TRADE.

The quantity of merchandize exported from the province of Adana has been one-eighth more in the year 1874 than in 1873. This has not arisen from an increase of production, but from the large stock on hand produced in 1873. There has been great fluctuation in the prices of produce, owing first to the panic caused by the famine suffered in the neighbouring provinces, and secondly to the consequent prohibition of exportation. Mersyna, favoured by its geographical position, safe anchorage, and wharf accommodations, has become the shipping port of all the southern provinces of Asia Minor, and its exportation of agricultural produce was necessarily affected in 1874 by the distress prevailing in those regions.

For several years the shorter transit from the interior to Mersyna than to Smyrna had drawn caravans of goods for shipment to the former instead of to the latter, as was formerly the case, and this accession to local traffic was almost entirely wanting in 1874. The astonishing productiveness of the Cilician plains, however, has not only kept the total value of the export trade up to its usual standard, but has even raised it slightly above it.

The merchandize shipped at Mersyna in the year 1874 has been as follows, the weight being stated in Turkish okes and the value in pounds sterling:—

| Articles. |    |    |    |    | Packages. | Weight.    | Values. |
|-----------|----|----|----|----|-----------|------------|---------|
|           |    |    |    |    |           | Okes.      | £       |
| Wheat     | .. | .. | .. | .. | 20,663    | 3,072,000  | 25,000  |
| Barley    | .. | .. | .. | .. | 310,451   | 33,426,000 | 200,000 |
| Cotton    | .. | .. | .. | .. | 25,000    | 250,000    | 23,700  |
| Wool      | .. | .. | .. | .. | 5,720     | 100,000    | 7,500   |
| Sesame    | .. | .. | .. | .. | 8,320     | 800,000    | 22,000  |
| Hides     | .. | .. | .. | .. | 4,760     | 580,000    | 18,000  |
| Rags      | .. | .. | .. | .. | 1,000     | 200,000    | 2,000   |
| Wax       | .. | .. | .. | .. | 625       | 5,000      | 1,000   |
| Madder    | .. | .. | .. | .. | 500       | 4,000      | 3,000   |
| Sundries  | .. | .. | .. | .. | 1,500     | 120,000    | 5,000   |
| Total     | .. | .. | .. | .. | 378,479   | 38,557,000 | 307,200 |

The countries, whither the merchandize shipped at Mersyna in the year 1874 was exported, were as follows, the weight being stated in Turkish okes and the value in pounds sterling :—

## WHEAT.

| To—                   | Sacks. | Weight.   | Value. |
|-----------------------|--------|-----------|--------|
|                       |        | Okes.     | £      |
| Great Britain .. .. . | 8,310  | 1,246,500 | 10,415 |
| France .. .. .        | 12,353 | 1,825,500 | 14,585 |
| Total .. .. .         | 20,663 | 3,072,000 | 25,000 |

## BARLEY.

| To—                   | Sacks.  | Weight.    | Value.  |
|-----------------------|---------|------------|---------|
|                       |         | Okes.      | £       |
| Great Britain .. .. . | 245,000 | 25,290,000 | 163,000 |
| France .. .. .        | 51,000  | 5,230,000  | 30,700  |
| Italy .. .. .         | 14,451  | 2,906,000  | 6,800   |
| Total .. .. .         | 310,451 | 33,426,000 | 200,000 |

## COTTON.

| To—             | Bales. | Weight. | Value. |
|-----------------|--------|---------|--------|
|                 |        | Okes.   | £      |
| France .. .. .  | 14,400 | 144,000 | 12,800 |
| Italy .. .. .   | 3,850  | 38,500  | 3,240  |
| Austria .. .. . | 6,750  | 67,500  | 7,660  |
| Total .. .. .   | 25,000 | 250,000 | 23,700 |

## WOOL.

| To—                   | Bales. | Weight. | Value. |
|-----------------------|--------|---------|--------|
|                       |        | Okes.   | £      |
| Great Britain .. .. . | 3,800  | 74,000  | 5,400  |
| France .. .. .        | 1,920  | 26,000  | 2,100  |
| Total .. .. .         | 5,720  | 100,000 | 7,500  |

## SESAME.

| To—             | Sacks. | Weight. | Value. |
|-----------------|--------|---------|--------|
|                 |        | Okes.   | £      |
| France .. .. .  | 5,100  | 460,000 | 14,100 |
| Italy .. .. .   | 1,220  | 110,800 | 2,080  |
| Austria .. .. . | 2,000  | 229,200 | 5,820  |
| Total .. .. .   | 8,320  | 800,000 | 22,000 |



## HIDES.

| To—            | Bales. | Weight.          | Value.      |
|----------------|--------|------------------|-------------|
| France .. .. . | 4,700  | Okes.<br>580,000 | £<br>18,000 |

## RAGS.

| To—                | Bales. | Weight.          | Value.     |
|--------------------|--------|------------------|------------|
| Great Britain .. . | 1,000  | Okes.<br>200,000 | £<br>2,000 |

## WAX.

| To—             | Cases. | Weight. | Value. |
|-----------------|--------|---------|--------|
| France .. .. .  | 625    | Okes.   | £      |
| Italy .. .. .   |        | 5,000   | 1,000  |
| Austria .. .. . |        |         |        |

## MADDER.

| To—            | Bales. | Weight.        | Value.     |
|----------------|--------|----------------|------------|
| France .. .. . | 500    | Okes.<br>4,000 | £<br>3,000 |

## SUNDRIES.

| To—                   | Packages. | Weight.         | Value.     |
|-----------------------|-----------|-----------------|------------|
| Great Britain .. .. . | 450       | Okes.<br>40,000 | £<br>1,850 |
| France .. .. .        | 320       | 29,000          | 1,060      |
| Italy .. .. .         | 250       | 22,000          | 850        |
| Austria .. .. .       | 380       | 29,000          | 1,240      |
| Total .. .. .         | 1,500     | 120,000         | 5,000      |

*Wheat* has suffered in 1874 the same obstacles to successful consignment in the province of Adana as in the province of Aleppo, through the prohibition of its exportation by the Turkish authorities. Great fluctuations in prices necessarily ensued, entailing ruin on speculators. From 22 pias. per kilo. of 24 okes they rose to 70, and then fell to 15. In a province possessing a seaport, this policy was the more unjustifiable, as in the event of a local scarcity of grain it could always be easily procured at a moderate rate from other Turkish provinces on the coast. Only a fifth part of the quantity exported in 1873 was shipped in 1874, and wheat now lies rotting in store.

*Barley* was exported to a much greater extent, before the prohibition, in consequence of a sudden demand at Liverpool, and the prices realized were good. In the year 1874 this branch of the export trade exceeded in value the results of 1873 by not less than 185,000/.

*Cotton* not having commanded high prices in Europe, the inferior quality produced in the province of Adana kept it out of the English market. Most of the quantity shipped, which was less than half of that exported in 1873, went to Smyrna, where it was mixed with a better quality and consigned to France and Italy.

*Wool* has been exported in only half the usual quantity, and the prices have not been remunerative.

*Sesame* has hardly appeared in the market, only a thirtieth part of the average quantity having been produced in 1874, on account of the drought affecting summer crops.

*Hides* have doubled in importance as to the quantity exported, and the prices fetched have been profitable.

*Rags* are not progressing so much as was expected, and they remain almost stationary as an article of exportation, the limits of possible speculation in them being extremely narrow.

*Wax* has found a better demand in France, Italy, and Austria, where it is used for the manufacture of church tapers. Twice as much has been exported in 1874 as in 1873, and with very favourable results.

*Madder* has declined, not having been so much sought after as in previous years, and less than a third part of the usual quantity has been shipped at Mersyna in 1874, while the profits realized from it have been inconsiderable.

*Sundries* vary so greatly in quantity and value, that it is difficult to reduce them to a specific form in the statistics of trade. There has been a third part more of them recorded as shipped in 1874 than in 1873, and with a higher rate of value, but it has not been possible to obtain any precise information regarding them.

#### CUSTOMS' DUES.

The diminution of importation has necessarily curtailed custom-house receipts at Mersyna in the year 1874, and the increase of exportation, although it has brought money into the country, could do nothing to compensate the deficiency. It has not been found possible to procure a reliable statement of collection in either branch of customs' dues, and the very low aggregate amount which has been indicated—only 20,000*l.*—is evidently inaccurate.

#### NAVIGATION.

At Mersyna, in the year 1874, the number of vessels serving the trade of the province of Adana has been 448, of which 136 were steamers. Their collective amount of tonnage has been 128,010; and the countries to which they belong are as follows:—

|                     | Steamers. | Tonnage. | Sailing<br>Ships. | Tonnage. |
|---------------------|-----------|----------|-------------------|----------|
| Great Britain .. .. | 23        | 16,224   | 5                 | 1,468    |
| France .. ..        | 52        | 39,240   | 4                 | 1,820    |
| Russia .. ..        | 45        | 33,937   | 1                 | 164      |
| Italy .. ..         | ..        | ..       | 7                 | 1,602    |
| Austria .. ..       | ..        | ..       | 7                 | 1,933    |
| Greece .. ..        | ..        | ..       | 14                | 2,236    |
| Germany .. ..       | ..        | ..       | 1                 | 364      |
| Roumania .. ..      | ..        | ..       | 3                 | 753      |
| Egypt .. ..         | ..        | ..       | 176               | 15,614   |
| Turkey .. ..        | ..        | ..       | 94                | 6,229    |
| Total .. ..         | 186       | 95,827   | 312               | 32,183   |

The number of British vessels has been the same in 1874 as in 1873; France has had 6 more; Russia, 4 fewer; Italy, 9 fewer; Anstria, 26 fewer; Greece, 4 more; Germany, the same; Roumania, 3 more; Egypt and Turkey, 337 fewer; and America, 1 fewer.

#### INTERNAL TRADE.

The famine in Asia Minor has almost entirely paralysed the internal trade of the province of Adana in the year 1874.

*Cotton Stuffs* were already receding in the market before the better articles of the same kind imported from the United kingdom, and they have now almost disappeared, the quantity sold not exceeding one-tenth part of that recorded in 1873, and being worth not more than 2,000*l*.

*Earthenware* is hawked about the towns and villages of the interior with great success, and, notwithstanding that the field of this local traffic has been restricted in 1874 by the prevalent distress among the rural population on the north of the Taurus range of mountains, it has increased in value. In 1873 there was 13,500*l*. worth of crockery of native manufacture sold; in 1874 there has been 17,400*l*.

*Carpets* have also been sent in larger quantities to the towns of the interior in 1874 than in 1873. Being an article of consumption for the richer classes, the famine has not impeded its development, while the Turcoman tribes, which weave them, not being dependent for their support on harvests but on flocks, have enjoyed their habitual livelihood, and extended their industry. In 1873 the value of the quantity sold was 9,052*l*.; in 1874 it has been 11,400*l*.

*Dried Beef* has remained nearly stationary as an article of internal trade, the amount sold being worth about 1,200*l*.

The total value of the internal trade of the province of Adana in the year 1874 has therefore been estimated as follows:—

|                     | £      |
|---------------------|--------|
| Cotton stuffs .. .. | 2,000  |
| Earthenware .. ..   | 17,400 |
| Carpets .. ..       | 11,400 |
| Dried beef. . . . . | 1,200  |
| Total .. ..         | 31,800 |

The aggregate value of the whole trade of the province of Adana in the year 1874 has been 1,330,500*l*., derived from its three sources in the following proportions:—

|                  |    |    |    |    | £         |
|------------------|----|----|----|----|-----------|
| Imports          | .. | .. | .. | .. | 991,500   |
| Exports          | .. | .. | .. | .. | 307,200   |
| Internal trade.. | .. | .. | .. | .. | 31,800    |
| Total            | .. | .. | .. | .. | 1,330,500 |

The value of the imports in 1874 exceeds that of 1873 by 714,150*l.*; the value of the exports in 1874 falls below that of 1873 by 727,415*l.*, and the value of the internal trade in 1874 is less than that of 1873 by 11,978*l.* The evident deduction to be drawn from these figures is, that there would have been a great advance in the trade of the province of Adana in 1874 had it not been for two obstructions,—1st, the famine in Asia Minor; 2nd, the prohibition of the exportation of grain.

The rate of exchange has averaged during the year 1874 for bills drawn at three months' sight 116 piastres per £ sterling.

#### AGRICULTURE.

Four-fifths of the population of the province of Adana are dependent on the cultivation of the soil for their subsistence, whether as labourers or as landowners. The land is marvellously productive, and where the application of manure has been tried, it has not been found to add to its fertility; the manure of the villages and farms is therefore got rid of by setting fire to it when it accumulates. The rural population does not cover more than two-fifths of the arable land on the plains, and the remainder lies waste. The possession of land is secured by the mere payment of tithes, and the right to it lapses only through the absence of culture for three consecutive years. The average yield of the principal crops per acre sown is computed to be as follows:—

|        |    |    |    |    |    |             |
|--------|----|----|----|----|----|-------------|
| Wheat  | .. | .. | .. | .. | .. | 20 bushels. |
| Barley | .. | .. | .. | .. | .. | 28 "        |
| Cotton | .. | .. | .. | .. | .. | 300 lbs.    |

*Wheat* was prospering in the market when the prohibition arrested its progress, and the prices fell. The quantity produced in 1874 has been estimated at 2,000,000 kilos., weighing 18 okes each, and worth at the average price 517,241*l.*

*Barley* has undergone the same disadvantages as wheat in the fluctuation of prices, although it had the benefit of a more active exportation before the prohibition took effect. The quantity harvested in 1874 has been calculated to have been about 1,500,000 kilos., weighing 24 okes each, and worth at the average price 272,412*l.*

*Cotton* has been grown in a quantity furnishing about 30,000 bales, worth 28,000*l.*, which is a great falling-off from the abundant yield of 1873.

*Sesame* has been scanty on account of the want of rain in spring, which prevented the success of the summer crops. About 1,000,000 okes were grown, worth 26,500*l.*, which is less than half of the produce of 1873.

*Madder* was also unsuccessful, only 6,000 okes having been grown, worth 4,500*l.*

The yield and value of these different crops in 1874 has thus been as follows:—

| Articles. |    |    |    |       | Weight. | Value.     |         |
|-----------|----|----|----|-------|---------|------------|---------|
|           |    |    |    |       |         | £          |         |
| Wheat     | .. | .. | .. | Okes  | ..      | 36,000,000 | 517,241 |
| Barley    | .. | .. | .. | „     | ..      | 26,000,000 | 272,412 |
| Cotton    | .. | .. | .. | Bales | ..      | 30,000     | 23,060  |
| Sesame    | .. | .. | .. | Okes  | ..      | 1,000,000  | 26,500  |
| Madder    | .. | .. | .. | „     | ..      | 6,000      | 4,500   |
| Total     | .. | .. | .. | ..    | ..      | ..         | 848,653 |

The price of labour was lower than in previous years in consequence of the extensive immigration of starving peasants and workmen from the north of Mount Taurus. The usual rate of from  $8\frac{1}{2}d.$  to  $10\frac{1}{2}d.$  per diem for unskilled labour fell to  $6d.$ , and the day's work of carpenters and masons became worth from  $1s.$  to  $1s. 10d.$

#### MANUFACTURES.

*Handlooms.*—The stuffs woven at Adana are not in demand, and this branch of industry is declining so rapidly that it cannot be said to do more now than the home consumption requires. They are no longer bought by speculators for consignment to other towns, and the small quantity produced, worth only 2,000*l.*, is sold by the weavers themselves.

*Dyeing Establishments.*—These being dependent for their support on the weaving of stuffs, the one species of manufacture is becoming equally unimportant with the other. The value of their work has been only 460*l.*

*Tanneries.*—The hides furnished by the live stock of the Turcoman tribes of Mount Taurus are tanned at Adana for exportation to a certain extent, but it is becoming the practice to send them to Europe in their unprepared state, and tanneries are therefore rapidly disappearing. Not more than 1,000*l.* has been made by tanning in 1874.

*Soap Factories.*—This manufacture is reviving through the abolition of the 8 per cent. duty on soap, and it may soon resume the place it had lost in local industry. They have worked for 12,700*l.* in 1874.

*Flour Mills.*—The steam mill of Adana continues to meet local wants, but it does not extend its operations further than grinding the wheat brought to it for domestic use. Their whole work in 1874 represents a value of only 2,220*l.*

*Cotton Gins.*—Much money has been made by the 160 improved gins which have been brought from Europe and America. Many of them have been, however, partially inactive in 1874 on account of the deficiency of the cotton crop, which gave work for 25,000*l.*

*Hydraulic Presses.*—Of these eighteen have been established for pressing wool and cotton when being packed for shipment, and twenty-one presses have been set up for extracting oil from sesame and cotton seed. They may all be said to have succeeded fairly, having done work for 13,060*l.*

The total value of native manufactures in the province of Adana during the year 1874 has thus been 56,440*l.*, divided as follows:—



|  | £             |
|--|---------------|
| Weaving stuffs .. .. .                 | 2,000         |
| Dyeing stuffs .. .. .                  | 460           |
| Tanning hides .. .. .                  | 1,000         |
| Boiling soap .. .. .                   | 12,700        |
| Grinding flour .. .. .                 | 2,220         |
| Ginning cotton .. .. .                 | 25,000        |
| Pressing wool, cotton, and oil .. .. . | 13,060        |
| <b>Total .. .. .</b>                   | <b>56,440</b> |

## PUBLIC WORKS.

*Carriage Roads.*—That which had already been completed from Mersyna to Tarsus has now been prolonged nearly as far as Adana, and it will no doubt be open for traffic the whole way during next spring.

## REVENUES.

The fiscal resources of the province of Adana are as follows:—

|   | Piastres.         |
|---|-------------------|
| Direct tax .. .. .  | 2,885,230         |
| Tax on non-Mussulman population in lieu of military service | 112,571           |
| Indirect taxes .. .. .                                      | 6,067,550         |
| Tax on sheep .. .. .  | 2,211,000         |
| Tithes on agricultural produce .. .. .                      | 10,354,872        |
| Various small taxes .. .. .                                 | 2,292,000         |
| <b>Total .. .. .</b>  | <b>23,878,223</b> |

The expenditure of the provincial Government amounts to 6,318,963 *pias.*, and a surplus of 17,554,260 *pias.*, equal to 151,329*l.* 16*s.* 6½*d.*, is paid into the Imperial Treasury, besides the custom-house receipts, which are drawn direct by the customs' office of Constantinople.

## III.—PROVINCE OF THE DESERT.

## TRADE.

The wool usually drawn from the Desert for exportation, and the British manufactured goods sent thither for the consumption of the Arab tribes, neither of which branches of trade can be estimated apart from the general statistics of the exports at Alexandretta, are progressively diminishing in quantity. The Bedouins now can hardly maintain that pastoral prosperity from which they derived the means of purchasing their necessary clothing. The other articles of trade which the towns on the skirts of the Desert purchase from the Arab tribes, namely, butter, cheese, soda, lambs, camels, and horses, still continue to be sold by them.

## AGRICULTURE.

The attempt to cultivate the soil has resulted in a signal failure, and the Bedouins who had previously adopted the change to a certain degree are now returning to their pastoral pursuits and nomadic habits.

## NAVIGATION.

Once a year a Turkish steamer ascends the river Euphrates, grounding at every turn, and loitering on the way, so as to make the voyage

last longer than the land journey by the circuitous post road. This river steam navigation might easily be made a most profitable enterprise, but not without better management.

#### IV.—ABSTRACT.

The aggregate sum engaged in the trade of the consular district of North Syria in the year 1874 has been 3,712,256*l.* 1*s.* 9½*d.*, which is 56,532*l.* 18*s.* 2½*d.* less than that of 1873.

The total value of the agricultural produce of the consular district of North Syria in the year 1874 has been 1,494,305*l.*, which is 752,515*l.* less than that of 1873.

The whole amount realized by native manufacture in the consular district of North Syria in the year 1874 has been 266,440*l.*, which is 7,763*l.* more than that of 1873.

The gross revenue of the consular district of North Syria in the year 1874, including customs' dues, has been 628,538*l.* 12*s.* 11*d.*, and the expenditure for the maintenance of the three provincial Governments of North Syria has been 220,798*l.* 16*s.* 6½*d.*, leaving a surplus revenue paid into the Imperial Treasury of 407,739*l.* 16*s.* 6½*d.*

The depreciation of some articles of importation since the existing tariff was stipulated between Great Britain and Turkey has acted as an impediment to the extension of trade between North Syria and the United Kingdom in the year 1874, which might be removed by a revision of the tariff.

The famine in Asia Minor, and the consequent prohibition of the exportation of grain, have also obstructed the development of trade in North Syria during the year 1874.

Aleppo, May 26, 1875.

## BAGDAD.

*Report by Consul-General Nixon on the Trade and Commerce of Bagdad for the Year 1874.*

IN submitting the annual trade report of this consulate for the past year, I consider it advisable to preface the same with some remarks regarding the province of Turkish Arabia, of which Bagdad is the capital.

I adopt this course in the belief that the outer world and general public of England have but a faint idea of Turkish Arabia or Mesopotamia, and less of its resources and inhabitants, but as one of the most fertile of earth's provinces in ancient times and now the most desert, it has a claim upon the imagination which few other countries possess. Its great size, the vastness of the ancient irrigation system which watered the desert and produced food for millions of earth's creatures, the ruins of its many large cities, such as Babylon and Nineveh, rivet the attention and interest the mind to enquire what hope there is for renovation, if not for regeneration.

The noble waters of the Euphrates and Tigris flow through Mesopotamia, the former can be navigated by steamers of small draught for but a short distance at present, but if some obstructions were removed, it might be navigated much further, but the Tigris can be navigated for 500 miles at all seasons. The tide from the sea runs up this latter river for 150 miles. From the banks of both rivers numerous small channels are cut right and left into the desert, in some few of which small boats ply.

The Euphrates and Tigris form a junction about 120 miles from the sea at the head of the Persian Gulf at Koorna (the supposed site of the Garden of Eden) at which place they merge into one great stream which is designated the Shatt-el-Arab (the river of the Arabs) on the right bank of which is situated the town of Bussorah which is the port of Mesopotamia. From Bussorah to Bagdad is a distance as the crow flies of 284 miles, but by the windings of the river, 500 miles; in that long distance there are not twenty villages to be seen, although the river banks are here and there dotted with Arab encampments.

The climate is extremely cold in winter and distressingly hot in summer, so it is a matter of astonishment that the Arabs do not build villages. The cause of their living in this manner is ascribed by some to the harsh nature of the Government under which they live, but I much doubt whether the Arab's love of a roving life, or the inheritance of vagrant habits have not charms which no settled life possesses. At all events, it seems that mis-government may not be the only cause of their preferring a nomad life in the desert, as the neighbourhood of Bagdad (the centre of the Government) is much more civilised and is well cultivated. It is, however, credibly stated that the Turkish demand on some lands irrigated by canals is very heavy, sometimes so high as seven-fifteenths of the produce, but in most places the demand

is limited to one-fifth. The payments are usually made in kind. Such is the fertility of the country, that at present grain is cheaper than in any other part of the world, and large quantities are exported to other parts of the Turkish dominions, and the eastern shores of the Red Sea draw a great proportion of their supplies from Mesopotamia.

There is but little necessity for making roads in Mesopotamia, the rivers are the great highways for exportation, and these arteries of communication offer advantages to commerce that few other countries possess, but the use of these highways is fettered by restrictions imposed by the Turkish Government, and the right of transport between Bussorah and Bagdad is limited to two steamers of our nation. An effort to obtain permission for the Tigris and Euphrates Company to start more steamers on the Tigris has been refused, the Turkish Government desiring to retain a monopoly of the carrying trade on this line, but the action of the Turkish Government in reference to this matter would almost seem to involve a question of treaty.

To restrict trade on a river which is navigable for 500 miles is rather an extreme measure in these days, and what would be said if we closed the Thames; but our Indian possessions will one day necessitate our agitating the question and opening alternative routes.

The construction of a railway has for a long time been advocated between Koweit at the head of the Persian Gulf and Alexandretta on the Mediterranean. Such a scheme would be of great advantage to us, and there is no doubt that the shorter route to India would be through Mesopotamia. From Kurrachee in Scinde, to which point our Indian railway system will in time be extended, to Bussorah on the Shatt-el-Arab, is under 1,600 miles. This river which, as before stated, unites the waters of the Tigris and Euphrates, is navigable for vessels of large tonnage to Bussorah. I do not concur in thinking that Koweit should be the port at which a railway should commence, but give the preference to Bussorah as being on the river, and so very accessible by sea-going steamers. From Bussorah to Bagdad is, as the crow flies, 284 miles, and from Bagdad to Alexandretta 600 miles, so if a railway could be constructed by this route through Mesopotamia, our communication with India would be shortened immensely, but in the event of this not being practicable, it is as well to point out that it is now credibly stated that Russia has obtained from Persia a concession to construct a railway from Baku on the Caspian to Tabreez; if this be carried out Bussorah is only 450 miles from Tabreez, and it would, therefore, merely be necessary to construct a railway for that distance to bring us in communication with the European railway system, and only leave 1,600 miles to be traversed between Bussorah and Kurrachee by sea, where our Indian railways commence. Reverting, however, again to the project of a railway through Mesopotamia, I would remark that the construction of a railway from Koweit in the Persian Gulf to Alexandretta on the Mediterranean has been estimated to cost 8,500,000*l.*, and it is calculated that the journey from London to Kurrachee by Brindisi, Alexandretta, and Koweit would only occupy ten days and fourteen hours, and that this saving in time would not only benefit our communications with India, but also with China, Japan, and Australia.

I must again express my doubts as to whether Koweit, on the Persian Gulf, is the proper point at which the railway should terminate. I am inclined to think that Bussorah, on the Shatt-el-Arab, should be the eastern terminus in Mesopotamia. Bussorah has its disadvantages, as the country is marshy; but then the line would run between the Euphrates and Tigris; would touch Bagdad, the great emporium of



trade with Persia; skirt Kerbella and Nejjeff, the great Mahommedan shrines; be under perfect police control, and would run close to Mosul—a point on the River Tigris where coal is found, and which coal is now largely used by the Turks for their river steamers. It must, moreover, not be forgotten that a railway between the two rivers, or even one to the east of the Tigris, with Mahomera as the port, would benefit the country far more than one to the west of the Euphrates, and, as it would run through the centre of an area that can easily be irrigated and cultivated, would pay better in the end.

The disadvantages stated are the overflow of the Euphrates and the flies. The first difficulty can be easily got over by raising the embankment of the railway two feet; but regarding this I beg to point out that the overflow of the Euphrates is towards the west, and is more likely to endanger a railway running to the west of the river than one running between the Tigris and the Euphrates, or a line to the east of the Tigris. As regards the second objection, whichever route is adopted the flies will be as troublesome as in Egypt. The only tangible objection that I can see is the bar at the mouth of the river, but the delay caused by the tide is so very insignificant as scarcely to merit notice; indeed, I have heard nautical men state that if the channel were properly buoyed there would be no detention at all, but there are neither buoys to the channel nor a lightship at the mouth of the Shatt-el-Arab to guide vessels making the port. I have communicated with the Turkish authorities on this point.

In connection with this subject of railway communication it is as well to record that in the event of our present postal route to the East being interrupted, the post could be conveyed through Mesopotamia. We have now between Bagdad and Damascus communication with England by a fortnightly post, which is self supporting. I have had it in contemplation to propose the establishment of a regular daily post between Bagdad and Aleppo, but the expense, which it is estimated would involve an outlay of 1,000*l.* at first, and cost 1,000*l.* per annum, could not be defrayed. As an alternative route, however, the Indian Government might think it advisable to incur this expense. The post-office at Bagdad, under the British political agent, is a most useful institution to our Indian Mussulman subjects, who flock in numbers to the shrines about Bagdad, and who carry on their correspondence through it.

Referring to the state of trade in these parts, it may be fairly stated that the general requirements of the whole of Turkish Arabia in piece-goods and woollens were mostly supplied from England or Bombay, from which latter place, however, a good deal of the piece-goods manufactured in India are brought to Bagdad. Formerly the whole of Southern and Western Persia bordering on Mesopotamia was supplied by goods from England that passed through either the Bagdad or Bussorah custom-house. This trade was mostly carried on by the thousands of Persian pilgrims who used annually to resort to Bagdad with a view of visiting the great Mahommedan shrines of Kerbella, Nejjeff, &c., which are in the neighbourhood. These people always combined trade with their religious visits; but owing to differences with the Turkish Government, the Shah of Persia has prohibited his subjects from visiting Mesopotamia. The consequence has been that the trade has fallen off, and Russia now supplies the markets in Southern Persia which our country supplied previously.

There are only a few European firms at Bagdad, but they seem to be doing a thriving business. A Dutch company has also been



pushing its trade, ably assisted by the Consul-General for Holland, Mr. Keun.

For the last two years this agency has not been able to obtain the returns of the custom-house at Bagdad, but I have been so fortunate this year as to obtain the returns from the 13th March, 1874, to 12th March, 1875.

I beg, however, to state that the statistics, although complete as regards the trade of Bagdad, do not embody the imports and exports of all Turkish Arabia; but I hope to obtain a trade return from the port of Bussorah for the same period, which will be submitted hereafter.

The following is the trade return for Bagdad:—

Goods that passed through the Custom-house at Bagdad from  
13th March, 1874, to 12th March, 1875.

| Description of Goods.  |   | Quantity.                   | Value.      | Total.             |
|--|---|-----------------------------|-------------|--------------------|
|  |   |                             | £ s. d.     | £ s. d.            |
| <b>Imports from Persia—</b>                                      |   |                             |             |                    |
| Bags and tents, hair ...   | ...                                     | 6,610                       | 1,527 15 5  |                    |
| Calico, dyed and printed chintz ...                              | { Pieces ...<br>Bales ...<br>Number ... | 2,540 }<br>55 }<br>33,071 } | 1,397 18 11 |                    |
| Carpets, all sorts ...   | ...                                     | 83,071                      | 28,498 4 5  |                    |
| Combs, wooden ...  | ...                                     | 149,224                     | 668 8 4     |                    |
| Cotton ...   | ...                                     | 1,413                       | 64 19 0     |                    |
| Fruits, dried ...  | ...                                     | 64,543                      | 2,112 6 3   |                    |
| Grocery and drugs ...  | ...                                     | ...                         | 2,728 12 7  |                    |
| Ghee ...   | ...                                     | 1,582                       | 100 13 5    |                    |
| Hand and handkerchiefs ...                                       | ...                                     | ...                         | 687 4 8     |                    |
| Mill stones ...  | ...                                     | 880                         | 774 18 5    |                    |
| Silk, all sorts ...  | ...                                     | 41,593                      | 77,654 17 2 |                    |
| “ cloth ...  | ...                                     | 423                         | 958 4 10    |                    |
| Shoes and slippers ...   | ...                                     | 1,358                       | 218 10 2    |                    |
| Shots ...  | ...                                     | 6,103                       | 320 2 6     |                    |
| Stockings ...  | ...                                     | 16,099                      | 427 8 3     |                    |
| Sundry small articles and hardware                               | ...                                     | ...                         | 3,266 1 7   |                    |
| Tobacco, from Ispahan ...  | ...                                     | 1,527,035                   | 82,267 5 2  |                    |
| “ Shiraz ...   | ...                                     | 6,726                       | 239 4 10    |                    |
| “ pipe ...   | ...                                     | 20,315                      | 513 0 5     |                    |
| Wax, bees ...  | ...                                     | 1,240                       | 233 17 5    |                    |
| Wool ...   | ...                                     | 780                         | 26 19 6     |                    |
| Woollen stuff for dresses ...                                    | ...                                     | 1,062                       | 507 6 8     |                    |
| “ twist ...  | ...                                     | 199                         | 14 13 5     |                    |
|  |   |                             |             | 205,208 18 4       |
| <b>Imports from Russia—</b>                                      |   |                             |             |                    |
| Printed linen, crockery, and sundry small articles ...           | ...                                     | ...                         | ...         | 159 1 1            |
| <b>Imports from Bahrein—</b>                                     |   |                             |             |                    |
| Pearls ...   | Miscals ...                             | 237½                        | ...         | 303 3 10           |
| <b>Imports from India—</b>                                       |   |                             |             |                    |
| Chuttara and other piece goods ...                               | Pieces ...                              | 9,200                       | 4,006 5 1   |                    |
| Grocery ...  | Okes ...                                | 78,752                      | 16,376 2 3  |                    |
| Indigo, from Calcutta ...  | ...                                     | 62,041                      | 47,299 13 6 |                    |
| Silk shaary ...  | ...                                     | 887                         | 1,421 8 7   |                    |
| Snuff ...  | Bottles ...                             | 744                         | 69 0 9      |                    |
| Sugar candy ...  | Okes ...                                | 553                         | 36 4 5      |                    |
| Sundry small articles ...  | ...                                     | ...                         | 213 3 7     |                    |
| Tin ...  | Cantar ...                              | 879                         | 2,760 19 3  |                    |
| Turbans, Aghabanees ...  | Pieces ...                              | 247                         | 200 14 1    |                    |
|  |   |                             |             | 72,383 11 6        |
| <b>Mixed imports from India and Europe, chiefly from London—</b> |   |                             |             |                    |
| Candles, sperm ...   | Okes ...                                | 22,644                      | 2,363 13 10 |                    |
| Canvas ...   | Pieces ...                              | 13,650                      | 497 4 10    |                    |
| Caps, Turkish ...  | Number ...                              | 1,182                       | 719 7 7     |                    |
| Chintz, prints, and other piece goods ...                        | Pieces ...                              | 176,876                     | 39,194 9 0  |                    |
| Cloth, woollen, thick and thin merinos ...                       | ...                                     | 8,228                       | 9,551 4 4   |                    |
| “ cotton, Madapolam, grey ...                                    | ...                                     | 453,804                     | 58,006 14 5 |                    |
| Copying machines ...   | Number ...                              | 10                          | 102 2 7     |                    |
| Copper, in sheets ...  | Okes ...                                | 24,356                      | 3,861 0 0   |                    |
| Crockery ...   | ...                                     | ...                         | 49 0 5      |                    |
| Damasco, woollen ...   | Pieces ...                              | 82                          | 171 1 3     |                    |
| Grocery ...  | ...                                     | ...                         | 201 13 2    |                    |
| Hardware and sundry small articles                               | ...                                     | ...                         | 13,324 3 7  |                    |
| Head and handkerchiefs ...                                       | { Pieces ...<br>Dozens ...              | 45,000 }<br>2,429 }         | 9,115 4 4   |                    |
| Iron ...   | ...                                     | ...                         | 171 2 0     |                    |
| Lankh, piece good of various colours ...                         | Pieces ...                              | 1,635                       | 155 5 10    |                    |
| Lead ...   | Cantars ...                             | 122                         | 185 1 5     |                    |
| Linen shirtings ...  | Pieces ...                              | 352                         | 449 2 4     |                    |
| Silk goods ...   | ...                                     | 387                         | 117 4 0     |                    |
| Sugar, loaves and crushed ...                                    | Cantars ...                             | 12,930                      | 20,453 6 2  |                    |
| Tin plates ...   | ...                                     | ...                         | 1,012 12 5  |                    |
| Tea ...  | Okes ...                                | 2,691                       | 1,121 17 9  |                    |
| Twist, cotton ...  | ...                                     | 81,756                      | 2,894 0 10  |                    |
| Sundries ...   | ...                                     | ...                         | 736 8 2     |                    |
|  |   |                             |             | 174,443 5 3        |
| <b>Total amount of imports</b>                                   |   |                             |             | <b>452,498 0 0</b> |

## EXPORTS.

| Description of Goods.  |     | Quantity. | Value. |            | Total. |       |
|--|-----|-----------|--------|------------|--------|-------|
|  |     |           | £      | s. d.      | £      | s. d. |
| Exports to Persia—   |     |           |        |            |        |       |
| Chintz, printed  | ... | Pieces    | 601    | 88 5 11    |        |       |
| Dates, "zohdi"   | ... | Okes      | 6,754  | 29 3 4     |        |       |
| Lankeh, coloured piece goods                                       | ... | Pieces    | 265    | 33 0 0     |        |       |
| Linen shirtings, fine  | ... |           |        | 638 10 5   |        |       |
| Leather, red   | ... | Number    | 236    | 27 16 11   |        |       |
| Shoes and slippers   | ... | Pairs     | 2,115  | 114 6 3    |        |       |
| Skins, lamb  | ... | Number    | 16,710 | 940 7 2    |        |       |
| Turbans, Aghabani  | ... | Pieces    | 86     | 33 11 2    |        |       |
| Sundry articles  | ... |           |        | 229 14 8   |        |       |
| Woollen stuff, from Nejef  | ... | Pieces    | 383    | 303 19 10  |        |       |
|  |     |           |        |            | 2,438  | 15 8  |
| Exports to Russia—   |     |           |        |            |        |       |
| Lamb skins, &c.  | ... |           |        |            | 196    | 16 2  |
| Exports upon which duty was payable at the port of shipment, viz.— |     |           |        |            |        |       |
| Dates  | ... |           |        | 946 2 2    |        |       |
| Fruits, dried, and drugs   | ... |           |        | 191 7 8    |        |       |
| Egyptian corn  | ... |           |        | 170 4 3    |        |       |
| Galls  | ... |           |        | 3,282 11 5 |        |       |
| Rice goods   | ... |           |        | 23 11 8    |        |       |
| Skins, guts, hides, &c.  | ... |           |        | 380 8 8    |        |       |
| Wheat  | ... |           |        | 25,413 3 6 |        |       |
| Wool   | ... |           |        | 8,693 0 4  |        |       |
|  |     |           |        |            | 39,100 | 9 8   |
| Total amount of exports  |     |           |        |            | 41,736 | 1 6   |

PRICE Current of Grain from 13th March, 1874, to 12th March, 1875.

| Description.                   | 1874.  |        |       |       |       |         |            |          |           |           | 1875.    |           |
|--------------------------------|--------|--------|-------|-------|-------|---------|------------|----------|-----------|-----------|----------|-----------|
|                                | March. | April. | May.  | June. | July. | August. | September. | October. | November. | December. | January. | February. |
| Rice, common, per 134 lbs. ... | s. d.  | s. d.  | s. d. | s. d. | s. d. | s. d.   | s. d.      | s. d.    | s. d.     | s. d.     | s. d.    | s. d.     |
| Wheat, ditto ...               | 0 4    | 8 9    | 8 9   | 8 9   | 8 6   | 8 6     | 8 6        | 8 6      | 8 9       | 8 1       | 7 9      | 7 10      |
| Barley, ditto ...              | 5 11   | 5 11   | 5 11  | 5 8   | 5 6   | 5 1     | 4 8        | 4 5      | 4 3       | 4 3       | 4 3      | 4 3       |
|                                | 2 7    | 2 4    | 2 1   | 2 0   | 2 0   | 1 11    | 1 11       | 1 11     | 1 11      | 1 11      | 1 11     | 2 4       |

COPY of a Letter from Colonel J. P. Nixon, Political Agent and Consul-General, to His Excellency Syed Mahomed Redif Pasha, Governor-General of Turkish Arabia. No. 9. Dated Bagdad, February 20, 1875.

I take the liberty of bringing to your Excellency's notice that there is no lightship at the entrance of the Shatt-el-Arab, and that if one could be provided by the Turkish Government, it would be a great convenience to the maritime public who frequent the shores of Turkish Arabia. I feel assured your Excellency will concur with me in thinking that it would be a great advantage if a lightship could be provided, but I shall be obliged by an expression of your views on the subject.

TRANSLATION of a Letter from His Excellency Syed Mahomed Redif Pasha, Governor-General of Turkish Arabia, to Colonel J. P. Nixon, Political Agent and Consul-General in Turkish Arabia. No. 6. Dated February 27, 1875.

Your letter (No. 9), regarding the desirability of a lightship being stationed at the mouth of the Shatt-el-Arab for the convenience of vessels frequenting the river, has been read. I have the honour to thank you for the notice so communicated, and to state that I had myself likewise formed an intention regarding it, and the necessary measures to provide one will in due course be carried into effect.

Bagdad, March 15, 1875.

## BEYROUT.

*Report by Vice-Consul Jago upon Education in the Vilayet of Syria.*

THE present population of Syria is estimated at about 2,250,000, composed of the following sects:—

|                              |                  |
|------------------------------|------------------|
| Moslem .. .. .               | 1,400,000        |
| Ansariyeh .. .. .            | 100,000          |
| Maronite .. .. .             | 260,000          |
| Greek Orthodox .. .. .       | 180,000          |
| „ Catholic .. .. .           | 50,000           |
| Other Papal sects .. .. .    | 3,000            |
| Jews .. .. .                 | 40,000           |
| Ismalieh and Gypsies .. .. . | 30,000           |
| Armenians .. .. .            | 7,000            |
| Jacobites .. .. .            | 15,000           |
| Protestants .. .. .          | 5,000            |
| Druzes .. .. .               | 90,000           |
| Bedouin Arabs .. .. .        | 70,000           |
| <b>Total .. .. .</b>         | <b>2,250,000</b> |

The superiority of the Christians, whether of the plains, or of the hill country, is as conspicuous in Syria as in other parts of Turkey, both in respect to general intelligence as to matters of comfort and comparative prosperity. The causes of this difference can hardly be ascribed to accident of race, as in those provinces of Turkey proper inhabited by divers nationalities, each of distinct origin and characteristic, such as the Turk, Greek, Armenian, Bulgarian, &c., inasmuch as the present inhabitants of Syria may be almost said to spring from one common stock. They must therefore be sought elsewhere, and among the influences which have been at work to bring about this superiority, education among the one, and the almost entire lack of it among the non-Christian sects are not the least.

The facilities for education which present themselves to the Syrian Christian are far greater than those within the reach of their less fortunate fellow countrymen of a different religion, who may be said to possess rarely, if ever, the means of acquiring any attainments beyond those of mere reading and writing, and that too of a very imperfect kind; and whose ignorance of anything, apart from the narrow limits of the little world in which they are born and bred, prevents them from endeavouring to better their condition by seeking out other modes of livelihood, even if the same sources of employment in the different walks of life were open to them as to the Christian, which is, however, far from being the case. These facilities are, however, not of long duration. Fifty years ago, the condition of Christian education in Syria was of the same meagre description as that which now characterizes the Moslem. Reading and writing, and sometimes a little arithmetic were all the instruction the country possessed the means of affording, and even these attainments, for want of properly qualified teachers, were elementary and imperfect.

The Maronite, and later the Jesuit, Lazarist, and Franciscan convents in the country, chiefly in Mount Lebanon, had schools for the education of a few boys for the clerical profession, where, in addition to



religious duties, grammar, logic, and philosophy were taught. The few secular schools of the towns were not worthy of the name; and thus the means of intellectual enlightenment and development were totally wanting. Female education did not exist in any sense of the word; sewing and embroidery were alone considered necessary. Books in the Arabic vernacular, of an educational, medical, or scientific character, were confined to the few works which, translated from the French and English, under the auspices of Mehmet Ali Pasha of Egypt, found their way into the country. In fact, the generation of that day picked up the little learning it possessed in a desultory hap-hazard way, and the real education of the boy began when his age and the necessities of his family obliged him to turn his attention to the shop or loom. As may be imagined, in the absence of any means of enlightenment, the mass lived and died in the same ignorance as did their fathers before them, save in those few instances where great natural sagacity and shrewdness supplied the place; these few naturally came to the front, and, aided by the information acquired by intercourse or service with the small number of Europeans who then visited or resided in the country, and by the perusal of the few works of an Egyptian origin which I have mentioned, laid the foundation of that comparative affluence which is now enjoyed by the upper classes, few as they no doubt are in number, and insignificant as is the amount of wealth which they possess.

All this is now, however, changed through the efforts in the cause of education made by the numerous foreign missions which private benevolence and religious zeal have established in the country, such as the American, English, French, &c.

The pioneers of the American mission arrived in Syria in 1818, and after a few years of danger and difficulty, owing to the civil and social condition of the country, opened their first school in Beyrout in 1824. That year, therefore, witnessed the beginning of that large body of scholastic establishments of various kinds belonging to this mission, which now occupies so influential a position in the country, and which has contributed so much towards female as well as male education in Syria. The progress of this mission stimulated the efforts of the Jesuits, Lazarists, and other foreign missions, who had hitherto possessed small seminaries in connection with the Propaganda of Rome; and additional schools were opened by them in various parts of the country. The number and extent, however, of these schools continued for many years to be small, and their field circumscribed until the events of 1860, which, in attracting to Syria the sympathies of the benevolent in Europe and America, led to a marked increase in the number of European and American schools throughout the country, under the auspices of the foreign missionary societies; and to these events, and to the demand for intellectual rather than for spiritual advancement which then rose, is to be ascribed the development of the then existing schools, and to the creation of numerous others, both of a primary and of a higher class character for girls as well as for boys. Superior schools were also opened in Beyrout by the various native Christian communities, such as the Maronite, Greek, and Greek-Catholic, besides a great number of primary schools in the other Christian districts.

Mount Lebanon, which was placed in 1861, under a Christian governor, opened also numerous rudimentary schools, which number at the present moment 65.

The number of educational establishments, both foreign and native, is now yearly on the increase. Greater development is being given to those already in existence, while many other new institutions of

the same character are being added. At the present moment, the Maronite community of Beyrout is building a large college to contain some hundred students; and the Jesuits, whose local numbers have been considerably augmented by recent political events in Europe, are constructing a large college and seminary, in addition to their other scholastic establishment.

It will therefore be apparent that by the efforts of so many, education even in its higher branches is within easy reach of most of the Syrian Christian youths; and, thanks to the numerous establishments throughout the country, at small cost. Indeed, these institutions may be said to vie with each other for the privilege of educating the children of Syria, so much so that large numbers receive either a gratuitous education or at merely a nominal fee.

The demand for high class education was met by the creation in 1866 of the American College; and in 1871 a large building for that purpose was completed and opened, with the endowment fund of 130,000 dol., for the purpose of imparting by means of an ample staff of American professors, a thorough literary, scientific, and professional education, without regard to creed or race. To this establishment is attached a medical college, and the facilities thus afforded for the acquisition of a medical education are largely availed of.

During the few years of its existence five to eight undergraduates, after passing an examination before a competent board of American and European surgeons and physicians, yearly receive their diplomas and quit the college to practise in various parts of Syria. Those graduates whose means permit, go to Constantinople for a final examination before the Imperial College of Medicine, and are thereby empowered to practise anywhere in the Sultan's dominions or elsewhere.

So far, those few who have done so have passed the Constantinople Board without difficulty.

The want of duly qualified practitioners among the native population had long been a crying evil in Syria, which the establishment of this college and the success which has thus far marked the practice of its graduates seem now in a fair way to overcome.

In all these schools, whether primary or higher class, established and supported by foreign missions and by others, a certain amount of religious instruction is necessarily imparted, but the chief aim is secular education; and while the pupils are, for the most part, constrained by the fundamental regulations of the schools to take part in the daily religious exercises, still little or no attempt is made to proselytize, and intellectual improvement is what is generally aimed at. In fact, in almost all of the schools are to be met pupils of the various creeds of the country, and tuition in the whole, especially among the American, English, and Prussians, may be said to be without sectarian bias. This state of things, I should however observe, has been brought about by the recognition, the result of experience, of the futility of endeavouring to proselytize with any hope of permanent success.

In 1863 the first attempt to establish a school upon strictly secular principles was made in Beyrout by a native Protestant teacher named Bisbany; and although it encountered considerable opposition at the time, and prognostications of this endeavour to establish a school without regard to religious teaching were not wanting, it has proved a success, and is, moreover, self-supporting.

It contains at the present moment 130 boarders and 37 day-scholars, of the Christian, Moslem, and Jewish beliefs. The religious studies of the pupils are cared for by professors of divinity of each persuasion, such as Priests, Scheiks, and Rabbins, who attend daily for

that purpose, while in all other branches of education the pupils pursue their studies in common. The greatest harmony prevails, and in no instance has rivalry of religion or race manifested itself. Much of this is no doubt due to the tact and efficient control of the director, but it is still a striking proof of what can be done in lessening and neutralizing that antagonism and jealousy which are not wanting among rival creeds in this country.

Apart from Beyrout and Mount Lebanon, which are, so to say, the focus of education in Syria, where foreign and native scholastic institutions are almost in excess of the requirements of the population, and which are, moreover, availed of by residents in all parts of the country, not a town of any importance, possessing to any extent a Christian element, but has besides its native primary schools, others supported and conducted by the missionary societies of Europe and America and their agents; and the success which attends the efforts of directors and teachers in the cause of education is largely supplemented by the recognition by all classes of the Christian population of the necessity of imparting to their children a better education than they themselves had the means of obtaining, and which, as I have shown, are so freely offered to them on all sides.

Thus, the lower classes of the people have ample facilities within their power of obtaining gratuitously an elementary education, while the higher class schools afford to the better classes at an almost nominal cost, tuition of a better description. Opportunity is also afforded to native talent of getting at a most moderate outlay a thorough literary, scientific, and professional education at the hands of foreign professors. The curriculum of the American College, for instance, embraces a period of four years; and the studies are the Arabic language and literature, mathematics, the natural sciences, modern languages, Turkish law and jurisprudence, and medicinal.

The sects represented are the Protestant, Orthodox Greek, Greek Catholic, Latin, Maronite, Druze, and Armenian.

No doubt much of the instruction imparted in all these schools partakes generally of a somewhat superficial character, induced chiefly by reluctance, the offspring of vanity, to undergo by a regular curriculum the drudgery and steady application necessary to perfection in any branch of study. But this is hardly surprising in view of the fact that the present generation alone has had the means of getting any education at all. The instruction of the people may be said to have only just begun, and time must be given before its full benefits can accrue.

Superficial as is the education given in many instances, it is nevertheless in advance of the present requirements of the country, as Syria does not possess, unfortunately, at the present day, the means of affording employment to, or in rendering productive, the educated intelligence thus made available. Native industries are few and of little importance. The country is supported solely by its agricultural resources, which in the absence of any fundamental encouragement and protection, and trammelled by excessive imports, arbitrary exactions and vexations, are confined within the narrow limits prescribed by the poverty and abasement of its cultivators, who are chiefly Moslems.

Forty years ago the wealth of the land was more equally divided than at present, and consequently less poverty and misery existed. At this moment, while the wealth of the country has undoubtedly increased, it has, from causes to which it is not necessary here to advert, become centred in the hands of the few, leaving the mass thus much worse off than before, with a large increment in the amount of want



and misery. Native capitalists, in the absence of better means of employing their capital, are obliged to invest it in foreign securities, giving a greater return with a lesser amount of risk than if employed in commercial or industrial undertakings in Syria.

Works of a reproductive character, public enterprises of any kind whatever, are entirely wanting; while the lack of confidence in everything relating to the country, coupled with the ever-increasing exigencies of the Imperial Treasury, which manifest themselves by additional taxation, paralyzing enterprise, tend still more to divert what little wealth exists in the country into foreign channels. Real estate can now be bought at 50 per cent. below what it cost ten years ago, and this depreciation is being maintained. The country may, indeed, be said to be living a hand-to-mouth existence, and the dawn of a better future is not as yet discernible.

It will thus be understood that under all these circumstances there is little occupation in the country for the numerous Syrian Christian youths who yearly complete an education which, even if it be open to the charge of superficiality, still tends to enlightenment and progress, and is therefore in advance of the present state of the land. The consequence is, that all the sources of employment, few as they are, which the country possesses, are already overcrowded even for those, and they are many, who are willing to give their services gratuitously in the hope of better things, while numbers are driven to the necessity of seeking elsewhere the means of livelihood. To this end Egypt is much resorted to, notably Alexandria, which contains a large colony of Syrian Christians chiefly engaged in commerce, many of wealth and position. Others, again, seek employment in more distant parts of the Levant, and a few in Europe, keeping up always their connection with the land of their birth, and thus increasing the spread of intelligence and the desire for advancement among those at home.

Employment of native Christians in Government service is much restricted, and has been still more so during the last few years. Those still employed owe the maintenance of their positions to the fact that their services cannot easily be dispensed with, partly on account of their superior acquaintance with foreign languages, habits, and customs, but mainly owing to the necessity of having some one conversant with the interests and doings of the various native Christian communities in the country. The present tendency is, however, to eliminate, when practicable, the Christian element, and to replace it by the Moslem.

Speaking of the means for education in the country, mention should not be omitted of the presses belonging to the foreign missions and to others, and which contribute in no small degree towards the spread of information and enlightenment by the printing and sale of numerous works in the Arabic language of an educational and scientific character for the use of schools and colleges. In the first rank of these must be placed the American Press, which has done much for the cause of education in Arabic speaking countries. Large quantities of books in Arabic are yearly issued and distributed throughout every portion of the east—India and China. Egypt, however, takes the bulk of the educational works, and the demand from that country is largely increasing.

While few or no obstacles are placed in the way of the spread of instruction by foreign means among its Christian subjects in Beyrout and Mount Lebanon, the encouragement afforded to education by the Turkish Government of this portion of the population of Syria is limited to permitting the entry from abroad free of duty, to a certain extent, of articles appertaining or necessary to churches, convents, and

schools, and generally to a monastic and scholastic life, such as church and school furniture, books, food, raiment, tobacco, wine, &c., and to exemption from taxation of such buildings and institutions. These privileges, which are liberal, date from old times. They were conceded, centuries ago, in respect to the convents of the Terra Santa, or order of Franciscans, in Syria and Palestine, but have later been demanded as an equal right, and conceded to all foreign religious, charitable, and scholastic institutions of more recent creation.

At the present time, owing to the large increase in the number of European and American supported schools throughout the land, the assistance thus passively accorded is by no means small, and has lately attracted the attention of the Government. A scheme proposed the other day by the present Christian Pasha of the Lebanon for the creation of an industrial school for the improvement of native trades has been refused support by the Sublime Porte, although warmly advocated by its originator.

Recently the tendency of the Government has been to restrict the number of schools in the country, and orders have been issued to the local governors to allow no new ones to be opened without a special permit from head-quarters, which is, however, obtainable only with much difficulty and delay. Fear of proselytism does not appear to enter much, if at all, into these calculations, as the opposition to the opening of schools has been most strongly shown with respect to districts inhabited exclusively by those professing creeds which are held in abhorrence by the Moslem faith, such as the Ansariyeh, Druze, &c., where the means of education are totally wanting, and where the people may be said to be steeped in ignorance or idolatry.

The following is a list of the foreign and native schools in the vilayet of Syria :—

#### FOREIGN SCHOOLS.

##### *English.*

1. *The British Syrian Schools for the Improvement of Syrian Female Education*, without regard to religion or nationality. This mission possesses besides a training school for native teachers where a superior education is given, branch missions at Damascus, Zahleh, Tyre, and Hasbeyah, with branch schools in various parts of Mount Lebanon. It has also schools for the blind in Damascus and Beyrout. In 1874, 1891 pupils received instruction.

2. *The Society for Promoting Female Education in the East*, possessing training institutions and orphanage for the poorer classes in Nazareth and Mount Lebanon. 115 pupils were taught in 1874.

3. *Church of Scotland Mission*, with two schools in Beyrout containing 308 pupils of both sexes.

4. *The Lebanon Schools* (Scotch), having sixteen schools in various parts of Mount Lebanon. 720 pupils of both sexes are educated.

5. *Church Missionary Society*, with eight schools situated in Nazareth, Acre, and neighbourhood, containing 271 pupils (boys).

6. *The Irish and American Presbyterian Mission*, with fourteen schools at Damascus, the Anti-Lebanon, and Hermon, with an average of 420 pupils, chiefly boys.

7. *A School* (Scotch) at Beyrout for the education and training of Moslem females, with 70 pupils.

##### *American.*

1. *American Syrian College*, at Beyrout, for high class education containing 55 undergraduates.



2. *American Mission*, with five higher class schools for boys, two girls' boarding schools, sixty-one primary schools, at Beyrout, Lebanon, Tripoli, Sidon, and the neighbourhood of these towns; containing altogether 2,472 pupils.

*Prussian.*

1. *Orphanage and School* at Beyrout for 130 girls of all sects.
2. *High Class Boarding School for Girls* at Beyrout, with 70 scholars.

*French, &c.*

1. *Ladies of Nazareth* (Lyons), with a high class boarding and day school at Beyrout of 80 pupils.
2. *A Free School* of 200 pupils of the poorer classes; branch free schools at Nazareth, Acre, Haiffa, and Shefá Amar.
3. *Sisters of Charity of St. Vincent and St. Paul*: high class boarding school at Beyrout of 76 boarders; orphanage and poor school of 250 girls; foundling institutions in Mount Lebanon; primary schools in Beyrout, Tripoli, Sidon, and Damascus. Upwards of 1,100 children are educated.
4. *Sisters of St. Joseph of Marseilles*: a free school for girls at Beyrout and Mount Lebanon of 300 pupils.
5. *Sisters of the Sacred Heart*: (chiefly native Syrians educated by the Jesuits) having free schools in Beyrout, Lebanon, and throughout the country, containing altogether about 350 pupils.
6. *Jesuits*: a college and eight schools in Beyrout and Mount Lebanon; also schools at Damascus, Tyre and Sidon, with an aggregate of 750 to 800 pupils.
7. *Lazarists*: a college and three schools in Mount Lebanon; also schools in Damascus and Tripoli, with 315 pupils.
8. *Franciscans*: six schools in Beyrout and Mount Lebanon, besides others at Damascus, Latakia, Tripoli, Tyre, and Sidon, and Nazareth, with 200 to 600 pupils.

NATIVE SCHOOLS.

*Maronite*: one college and seventy-three schools in Mount Lebanon; one college and three schools in Beyrout; one in Latakia, Sidon, and Damascus, besides a few primary schools of a small number of children (10 to 20) in places where a small community is to be found; about 3,500 pupils in all.

*Greek Catholic or Melchite*: one college and two schools in Beyrout; five schools in Mount Lebanon; 1 school in Damascus, Sidon, and Tyre, with 400 pupils in all.

*Greek Orthodox*: four schools in Beyrout; two in Mount Lebanon; one in Tyre, Sidon, Damascus, Latakia, and Tripoli, with an aggregate number of 1,470 pupils.

*Bisbany's Secular School* at Beyrout, with 170 pupils.

*Lebanon Government School* at Beyrout, with 990 pupils.

Thus upwards of 11,000 pupils of both sexes, are educated in Syria by foreign agencies, the majority of whom receive instruction gratuitously. The British and American societies spend annually about 20,000*l.*, in equal portions, upon Syrian education.

The competition arising from the foreign subsidised schools operates

disadvantageously against the success of self-supporting schools in this country, and obliges their proprietors to reduce their terms to the narrowest possible limits.

The charge for what I may call higher class education in Beyrout, varies for girls between 16*l*. and 24*l*. per annum; that of boys, 14*l*. to 20*l*., including board. The education given is by foreign professors and teachers in most instances, and is of a character to compare favourably with European schools where a liberal education is imparted.

Of printing presses, there are twelve in number in Syria, namely:—

|                            |    |    |              |
|----------------------------|----|----|--------------|
| 1 American in Beyrout      | .. | .. | } Christian. |
| 1 Jesuit                   | .. | .. |              |
| 1 Maronite                 | .. | .. |              |
| 1 " in Lebanon             | .. | .. |              |
| 1 Government               | .. | .. | } Moslem.    |
| 1 " in Damascus            | .. | .. |              |
| 1 Semi-official in Beyrout | .. | .. | } Christian. |
| 1 Syriac in Lebanon        | .. | .. |              |
| 1 Bisbany's in Beyrout.    | .. | .. |              |

As the large majority of the books in the Arabic language of an educational and scientific character emanate from the American press of Beyrout, I give the following list of its publications and issues during the years 1873 and 1874:—

|                           |    |    |    |    |        |
|---------------------------|----|----|----|----|--------|
| Natural Philosophy        | .. | .. | .. | .. | 1,500  |
| Surgery                   | .. | .. | .. | .. | 500    |
| Logarithms                | .. | .. | .. | .. | 500    |
| Grammar                   | .. | .. | .. | .. | 4,000  |
| Reading Book              | .. | .. | .. | .. | 5,500  |
| Geography                 | .. | .. | .. | .. | 3,000  |
| Music                     | .. | .. | .. | .. | 1,600  |
| Mental Philosophy         | .. | .. | .. | .. | 2,000  |
| Arithmetic                | .. | .. | .. | .. | 2,000  |
| Law                       | .. | .. | .. | .. | 2,000  |
| History                   | .. | .. | .. | .. | 2,000  |
| Encyclopedia of Arts      | .. | .. | .. | .. | 1,500  |
| " Sciences                | .. | .. | .. | .. | 600    |
| Physical Diagnosis        | .. | .. | .. | .. | 500    |
| Astronomy                 | .. | .. | .. | .. | 500    |
| Pathology                 | .. | .. | .. | .. | 350    |
| Materia Medica            | .. | .. | .. | .. | 350    |
| Medical Journal (monthly) | .. | .. | .. | .. | 2,400  |
| Esop's Fables             | .. | .. | .. | .. | 400    |
| Total                     | .. | .. | .. | .. | 31,200 |

#### DRUZES.

Education among the Druzes is much circumscribed, and few avail themselves of the facilities offered by the foreign schools in the country. Here and there in Mount Lebanon a few pupils are found in the elementary schools established by foreign benevolence or by the Government, but the mass of the people may be said to live without instruction, and to make little or no effort to profit by the opportunities so freely placed within their reach.

Poverty has much to do with this state of things, coupled with the general discouragement which exists. The Druze element of the Lebanon is yearly decreasing by emigration to the Hauran, and their possessions are slowly but surely passing into the hands of the more enterprising Christian inhabitants of the Mountain.

The majority of those who a few years ago enjoyed comparative affluence are now sunk in poverty; while most of the emirs and scheiks, remnants of the old feudal aristocracy of the Druze nation, are deeply in debt beyond hopes of extrication, wanting in many instances in the means necessary to maintain themselves and their families.

In 1862 Daoud Pasha, the first Christian Pasha of the Lebanon, prevailed upon the chief men to open a high-class school at Abeih, in the Mountain, under his patronage, supported by contributions from their religious establishments. This school has, however, now for many years past, led a very desultory existence, often remaining closed during many months of the year, and imparting, when working, an imperfect and exceedingly rudimentary instruction. A few of the sons of the better families are instructed in the Beyrout seminaries, but their numbers are insignificant, hardly a dozen altogether, and form a striking proof of the apathy and discouragement which pervades the Druze nation, which amounts to nearly 100,000 souls.

Essentially an agricultural and pastoral people, with no aptitude for industrial or commercial enterprise, wanting in those characteristics which would enable them to profit, like their Christian fellows, by the altered condition of things, the Druzes are slowly retiring to the semi-independent districts of the Hauran, where conditions of existence are more favourable to their peculiar habits. In the Hauran, however, the means of education are totally wanting. The endeavours of the English missions, made at the request of many of the Druze chiefs of the Jebel Druze (or Druze Mountain of the Hauran), to open schools for the education of their children, have been opposed and vetoed by the Ottoman Government for political reasons, and permission refused. The means of instruction at their command are limited, therefore, to the periodical journeys made into that country by the agents of the foreign missions established at Damascus, which, however, are rather directed to spiritual enlightenment than to educational requirements.

#### ANSARIYEHS.

Education, elementary or otherwise, among this tribe has at the present moment no existence.

For some years past the American and Irish Presbyterian missions established at Latakia have had elementary schools for spiritual and secular education in the villages of Grudérié, Bahloulíé, Lidayné, and Búchóa, in the Ansariyeh country, attended by a few of the youth, who averaged in number ninety-two males.

Last year, however, in consequence of circumstances in connection with matters of conscription of certain of the mountaineers who had been converted to Protestantism, and the opposition of the chiefs and the Government arising therefrom, the pupils have been prevented from attending, and the schools have been closed.

Among the Ismahieh, Gipsies, and sedentary Arabs, no means of education of any sort exist.

#### JEWS.

Education among the Jews is limited simply to instruction in reading, and sometimes in writing, Hebrew; but no other branch of study is pursued. Beyrout contains three such schools—namely, one supported by the community; and two by payments of fees varying

from 2s. to 3s. per month for each pupil, according to means. They have an aggregate attendance of 175 boys. No schools for female education exist. In other parts of Syria and Palestine where Jewish communities are to be found, schools similar to those of Beyrout, and varying in number and extent according to the strength of the population, are established.

Bisbany's secular school at Beyrout is, however, used by the more opulent families of the country for a more liberal education, and now contains thirty-five Jewish boarders, many of whom come from Egypt.

The efforts of the foreign missions to attract children of this persuasion to their schools have not been attended with success, on account of the jealousy and determined opposition of the Jewish clergy; and among the numerous schools of the country not a single native Jewish male child is to be found. About a dozen girls belonging to foreign Jewish families are taught in one or two of the foreign Christian seminaries at Beyrout, and about forty girls of the poorer classes are met with in a free school.

#### MOSLEM.

To the Syrian Moslem the same facilities for education do not exist as to the Christian, owing to the lack of properly directed and well-sustained efforts on the part of the Government, and to the apathy and discouragement of those immediately concerned.

In spite of the good intentions of the Imperial Government the system of "rushdieh," or secular normal schools, inaugurated with so much ostentation and hopefulness in Syria a few years since, has not proved a success even among the Moslem element, which alone attempts to profit by it. Instead of the elements of a liberal education void of sectarian bias, the studies are restricted to reading, writing, a little grammar, and a smattering of Turkish; and the tendency of late has been to detract from the secular character borne at the beginning by these schools, and to render them more akin to the small primary grammar schools, where, under the direction of religious scheiks, the study of portions of the Koran forms the chief item of instruction. History, geography, arithmetic, are ignored. The expenses of these schools, save in the matter of salaries of masters, which are borne by Government, are defrayed by the municipalities of the towns; and in this way the Christian, Jewish, and other non-Moslem sects contribute their quota towards the education of the Mohammedan. The Government grants for the payment of salaries are often in arrears, making the obtaining of competent masters an impossibility. This, combined with the want of any proper system of instruction, the failure of regular attendance of the pupils, and the general absence of anything to encourage or stimulate the exertions of either masters or pupils, detracts most seriously from their power of imparting even a common rudimentary education, and, like many other attempts in this country at improvement, fails through lack of proper organization and cohesion.

Besides these "rushdieh" schools are to be found, here and there at rare intervals, a "beladie," or school supported by the community, a small school fee being paid by the parents. In these latter education is precisely of the same desultory description as in the "rushdieh," and the reading of the Koran forms the principal study.

The "rushdieh" schools, however, although gratuitous, do not seem



in great favour. Thus Damascus, with a population of 130,000 Moslems can only count 200 pupils among the four schools it possesses of this description. Beyrout, with a population of some 23,000 Moslems, can only count 120. Sidon, with 6,500, a school of 90 boys; Latakia, with 7,500 Moslems, a school of 150; Tripoli, with 16,000, a school of 70 boys; and so on.

In addition to the "rushdiehs" are numerous small schools attached to mosques and pious foundations for children of tender age, where reading and writing and a little grammar are taught in an imperfect manner by a religious scheik, often blind, at a monthly cost of 9*d.* to 1*s.* 6*d.* per pupil.

In Beyrout there are fifteen such infant schools, with an aggregate attendance of about 950 children. The benefit derivable is chiefly that the pupils are kept out of mischief.

These are all day schools; boarding schools have no existence, save in the instance of the Harbié, or Military College, at Damascus, where ninety pupils are boarded, clothed, and educated at the cost of the Government. In this school, which is under the direct control and supervision of the military authorities, a technical and secular education, consisting of Turkish, Arabic, grammar, mathematics, geography, history, French, and engineering is supposed to be given to boys destined for the military service. The pupils are chiefly the sons of well-to-do Damascenes, or of Turkish officials resident in Syria. The entry is by favour and interest. The pupils remain five years, and then go to Constantinople, where, after a stay of three years more at the Military College of the capital, they issue forth as commissioned officers. Parents can at any time withdraw their children from the school upon payment of the expenses already incurred on their account. No Christians are admitted. But, as I have said, this is purely a military school, and as such is properly looked after and maintained.

The salaries paid to the masters of the "rushdieh" schools are not exorbitant, 2*l.* 8*s.* and 8*l.* per month being the minimum and maximum. For instance, the head masters of the Damascus schools receive respectively 2*l.* 8*s.*, 4*l.*, and 6*l.* per month. The master of the Beyrout "rushdieh" gets 8*l.* per month. These salaries are often in arrears, and the capabilities of the masters, even in the rudimentary branches of knowledge, are inferior.

Thus the education of the mass of the Moslem population is, in the absence of other means, limited to these schools, which under the direction of the religious scheiks, and having the Koran for the text book, impart imperfectly the arts of reading, writing, and in some instances, the rudiments of grammar. The children of the more wealthy classes receive lessons at home at the hands of some of the scheiks of the mosques, whose attainments seldom enable them, even if it were thought essential, to do aught save instructing their pupils in the Koran, Arabic grammar, with the addition of a little Turkish, and sometimes Persian. Schools for female education have no existence.

Although the facilities for secular education offered so freely by the various foreign and native Christian schools of the country are available alike by the Moslem and the Christian, little or no effort is exercised by the former to profit by them. About 400 children of both sexes, all belonging to the poorest classes, are to be found in the foreign primary schools, where a gratuitous rudimentary instruction is given.

In the foreign female seminaries of Beyrout, about a dozen girls of the better classes are also to be found. At Bisbany's secular school at Beyrout, about thirty Moslem youths of the more affluent families in



Syria are educated, but in the other superior schools of the country the Moslem boy is a rarity, and may be said to be unknown. The study of medicine has, so far, tempted none, and the American Medical College counts no Mohammedan among its under-graduates.

About eight years since, the Turkish Government made an attempt to place secular education in Syria upon a more satisfactory footing.

In 1868, orders were received at Beyrout for the erection of a large secular college, or lyceum, which was to serve as the focus for assisting, by means of a liberal education at the hands of competent masters, the spread throughout the province of enlightenment and progress among all classes, without regard to creed or nationality. Opportunity was to be thus given to the richer families of the country of obtaining on payment of a moderate fee a liberal instruction for their sons. Pupils were to be drafted into it from the "rushdieh" schools, certain of whom when competent were to be appointed to the charge of these normal schools, the efficiency of which was to be thus improved. The governor of the town assembled the chief men of the Moslem and Christian elements of the population, explained the order he had received, and the aim of the Government, and then invited subscriptions. These were made to the amount of 1,000*l*. The works were then begun, and the municipality were called upon from time to time for sums to allow the building to progress. These sums, which are defrayed from the common treasury of the municipality, supported by the entire inhabitants without regard to sect, now amount to 2,000*l*. The Government advanced a further sum of 1,000*l*., making in all 4,000*l*. already spent. The college, however, is not yet finished, and a further sum of 3,000*l*. is necessary to complete it. For the last two years the works may be said to have been suspended.

Thus, while the cultivation of those sciences which marked in so eminent a degree the Arab civilization of the early ages, has been long since neglected and forgotten, the acquisition of any branch of modern education or knowledge does not, on the other hand, seem to find favour among the Moslems of Syria, who are content to stand aloof from and view with apathy the progress which the world has made in this direction.

The numerous works in the Arabic language of an educational or scientific character which, as I have mentioned, emanate from the various foreign presses in the country, find a ready sale among the Christian element, but none among the Moslem, and indeed in no branch of education does the latter evince any desire to compete with or overtake his Christian fellow.

So much for the denizens of the cities and towns. The agricultural population may be said to have no means of education of any kind within its reach.

Private benevolence or patriotism have not, so far, stepped in to aid in any degree in the intellectual improvement of the people; and thus the attainments necessary to enable the Moslem youth to compete successfully, or even to hold his own, with his better educated Christian fellow-countryman in matters of trade and commerce, are neglected. Although belonging to the favoured class, he is distanced by the superior intelligence and greater knowledge of the world and of things in general, possessed by the latter, in those few channels of employment which the country possesses, and which are already over-crowded, and he is thus practically unable to profit by or take part in those commercial, industrial, and financial undertakings which foreign enterprise is slowly importing into the land.

Thus while the intellect and energy of the small Christian population of Syria are being strenuously cultivated and rendered capable of one day profiting by circumstances which may permit the development of the country, the intellectual progress of the Moslem is, on the other hand, being entirely neglected and stultified, and the power thereby withheld of participating on equal terms in any advantages which time may have in store.

Beyrout, April, 1875.

## THE LEBANON.

*Report by Vice-Consul Jago upon the Trade, Commerce, Agriculture, and Industries of Mount Lebanon, for the Year 1874.*

MOUNT Lebanon is bounded on the south-west by the chasm of the Leontes; on the north-east by the pass between Tripoli and Horus and the Valley of Baalbec; on the south-east by the Anti-Lebanon and the plains of Cœle-Syria, or the Bukâa; and on the north-west by the Mediterranean Sea. It runs from south-west to north-east for about ninety geographical miles, and covers an extent of about 3,500 square miles. It consists of a lofty range of mountains, the highest points of which are Jebel Mâkhurel and Jebel Sunnîn, having the heights of 10,000 and 9,000 feet respectively, on the summits of which snow remains in patches during the whole summer. The main ridge is composed of Jura limestone, while long belts of more recent sandstone run along the western slopes. Cretaceous strata of late period lie along the whole base of the range on the seaside. The eastern slopes of Lebanon are not so fertile and rugged as the western, and are less populated.

The succession of ranges which, rising from the sea towards the east, constitutes the Lebanon, are three in number, namely—the uppermost, known as the Djurd, or barren; the middle, forming, as it were, its garden; and the lower rising from the plain, or seashore. This plain, which is commonly very fertile, varies in width. The natural sub-divisions of the mountains are deep valleys, stretching through the ranges and having their outlet at the sea. Through the principal of these gorges run small rivers, seven in number, namely—the Awley, passing by Sidon; the Beyrout, Damour, and Unt-Elias rivers; the Nahr el Kelb, or Dog River, rising from the caves of Djeïta; Nater Ibrahim, or the ancient Adonis, having its rise in the caves of Afka; and the Kadesha, or Abon Ali, rising near the Cedars and flowing past Tripoli.

In all the most elevated of its habitable parts, the thermometer, during the winter months rarely falls to 36° Fahr., while in the summer it stands at about 65° or 75° Fahr. Generally speaking, the winter of the middle and lower ranges is like our English spring. The harvest begins in July and is over by the end of August. The hot weather lasts from the end of May to the end of October, with an occasional shower in July, and a couple of days' rain in October. The winds, generally, are westerly in the daytime and south easterly in the night. Each season, however, has its prevalent winds, namely—the north-west during summer, the north-east in autumn, south-west in winter, and the easterly in spring.

The climate is very healthy, with the sole exception, perhaps, of the neighbourhood of the rivers Nahr el Kelb, Unt-Elias, and Damour, where fevers and ague abound. The cholera, when prevailing in Syria, has never established itself in the Lebanon.

Since the last civil war in 1860 the Mountain has been placed under a government distinct from that of the Vilayet of Syria, with a Christian Pasha as chief ruler. The present holder of the office is H. E. Rustem Pasha, an Italian by birth, many years in the civil service of

the Sublime Porte, and formerly Turkish Ambassador to Italy and Russia. He was appointed in 1873 for ten years.

The Mountain is divided for administrative purposes into eight districts, containing 1,071 villages and hamlets. Each district is governed by an officer with the rank of Caïmakam. The seat of government of the Lebanon is at Beit-ed-deen in the summer; and at Baabda, near the base of the mountain, in the winter. The various sects comprising the population are, the Maronite, Greek Orthodox, Druze, Greek Catholic, Mattwala, and Mussulman. The employés of the administration, whether civil or military, are chosen in proportion to the numerical strength of the sect to which they belong. The Caïmakams and Mudirs are taken from that sect, having the numerical preponderance in the particular district. Thus in the Si'loof, inhabited largely by the Druze, a Druze Caïmakam, &c., reign. In the Kesronan, Bisherry, &c., where the Maronites predominate, officers of that sect are appointed. In Zahleh, the chief seat of the Greek Catholics, one of that religion is chosen, and so on. The tribunals are composed of Judges belonging to the various sects of the Mountain, including the native Protestant community, which, however, does not possess a permanent member, owing to its small numbers, but one who takes his seat only when Protestant interests are involved.

#### AGRICULTURE.

Beyond a few native industries of small importance, the resources of the Lebanon may be said to be purely agricultural. The principal articles of produce in the Mountain and in the plains belonging to it, near Tripoli, Beyrout, and Sidon, are silk, olive oil, and tobacco, the latter of a superior quality; the several kinds of grain, viz., wheat, barley, a little Indian corn, millet seed, peas, beans, two kinds of vetches, as well as a great variety of vegetables. Almost every kind of fruit abounds in the district, such as apples, apricots, mulberries, almonds, oranges, lemons, citrons, bananas, peaches, quinces, pears, plums, and prickly pears, especially in the Kesronan; and at the base of the mountain, adjacent to Tripoli, Beyrout, and Sidon, which is especially adapted to the cultivation of the olive and fig trees. In the lower and middle ranges, silk forms the principal article of produce, and in the higher the vine and corn; the line of cultivation extending to the height of 6,000 feet. Owing to the rainless summer, the culture of the vine and fig is permitted at a considerable elevation. The sugar cane is also produced to a limited extent near Djormi, but no sugar is made. Pasture lands exist at the top of the mountains called the Djourd, and are frequented by the Bedouins during summer with their flocks and herds, the chiefs of the districts receiving compensation in wool or butter.

The animals supplying labour or food are the horse, camel, ass, mule, ox, sheep, and goat. The most esteemed breed of horses are Gilly, Manaki, Siglaur, and Ajany, varying in price from 1,000 to 10,000 piastres; mules, from 1,100 to 2,500 piastres; asses, from 150 to 800 piastres; cows and oxen, from 200 to 1,000 piastres; camels, from 700 to 1,500 piastres; sheep, from 60 to 100 piastres; goats, from 30 to 80 piastres.

The best horses are those from the Djourd or mountainous districts, and Zahleh. The best mules and asses from the north of the Lebanon and the Kesronan. The best cows in the Metten and the Ghurb districts. The food consists of barley and chopped straw, vetches, mulberry leaves, Indian corn leaves, and a thorny plant growing plentifully in the wild and uncultivated parts of the mountain. This



latter forms the chief food of the camel. The food of animals in ordinary times may be reckoned to cost from 3 to 4 *pias.* per diem, about 6*d.* or 7*d.* The powers of the common horse, ox, and ass, are limited to ploughing, thrashing corn; and with the camels, to conveying produce on their backs from one place to another, the mountain roads not admitting of wheeled vehicles. The maximum weight of the load of the mule is 2 cwt., a camel 2½ cwt., a horse 1¾ cwt., and an ass 1½ cwt. The sheep furnishes the chief animal food. The flocks are replenished from Anatolia and the Syrian Desert. An ancient custom prevails in the Lebanon, that of each family buying during the summer one or two sheep, which are fattened upon the second crop of mulberry leaves and then killed in autumn and preserved for winter use. The profit, on these sheep, when not destined for market, exceeds 50 per cent.

The farming implements in use are the common plough, drawn by oxen, and the spade, for tilling the ground. They are considered as the best adapted and most economical for cultivation in the mountainous districts, where, owing to the paucity of soil in these rocky regions, a natural plain twenty feet square is often a rarity, necessitating the building of terraces to level the ground and prevent the earth from being swept down by the winter rains, and, at the same time, to retain the water requisite for irrigation.

The land in Mount Lebanon is private freehold property, called "malkana" and "wakoof," with the exception of a few hamlets to the north of Lebanon, near to Tripoli, belonging to the crown, and called "bekalik."

The "wakoof" is considerable, and belongs principally to the convents and churches of the different Christian communities. The "bekalik" are free from the "miri," and are periodically farmed out to the highest bidder, who receives from the peasants either a portion of the crop or a fixed sum upon the plantations. The "malkana," or freehold, is the most favourable to agriculture and commerce, as it is better cultivated and the income appropriated to the common advantage of the landlord and the tenant. The inhabitants of the Lebanon mostly, however, own land, which they cultivate on their own account. That portion which belongs to the aristocracy and clergy is given to the tenants with whom contracts are concluded of different modes of tenancy in the following terms: for instance, the tenant of mulberry plantations receives a fourth of the produce for his trouble in rearing and nursing the silk-worms, &c., the landlord paying all expenses of cultivation, lodging, implements, and repairs. Another mode is to give the tenant the third of the produce, rendering him responsible for all the expenses as well as for any deficiency in the produce of the leaves which should be augmented by his care, he receiving a compensation varying from 5 to 10 per cent.

In the cultivation of land which is not planted with trees the tenant receives the half, providing himself one half of the seed and all other expenses; in some localities the landlord gives the two-thirds of the produce, requiring the peasant to provide all the seed and defray all other expenses.

In the Lebanon no unclaimed lands exist which would repay cultivation. In some localities the land is sown every second year. In others, where the ground is rich and irrigation practicable, the kind of seed only is changed, and the land is sown every year.

*Silk.*—The cultivation of the mulberry tree succeeds admirably at the base and throughout the more fertile parts of the Lebanon range, and the rearing of the silkworm and the production of silk have acquired of late years a considerable extension, and form at the present time the chief source of the support of the people.



Prior to 1836 the silk of the country was reeled by native machinery; in that year, however, the system of reeling by European machinery was introduced into the mountain by French merchants, and has now become almost universal. European-reeled silk sells at double the price of that reeled by native means. The improvements consist in stifling the cocoon instead of hurriedly reeling it when fresh, in diminishing the diameter, in creating and regulating the speed of the reels, and in the employment of steam instead of wood for heating the basins into which the cocoon is plunged, whereby uniformity of the thread is attained. The native way of reeling produces a thick coarse thread of varying size, and therefore unadapted to European looms.

The new system has obtained to such a degree that there are now fifty-six silk spinning factories in the Mountain, of the aggregate value of about 25,000*l.*, containing 2,662 basins, and employing upwards of 3,500 persons. Of these, eight are owned and worked by Frenchmen, and the remainder by natives, who have thus shown themselves apt to learn, and ready to profit by, the instruction conveyed into the country by European enterprise.

About three-fourths of the cocoons produced are spun in the above factories, and the raw silk sent almost exclusively to France for the use of the Lyonnaise looms, while the remainder is retained for home consumption and spun in the coarse native way suitable for the manufactures of the country.

While great changes in price have taken place since 1840, when the cocoons could be purchased at 11 and 12 *pias.* the *oke*, the size of the cocoon and the quality of the silk have greatly deteriorated.

In 1851 the disease first showed itself in Syria, and has since caused the almost total destruction of the native cocoon. Importations of Egyptian and Canadian seed succeeded fairly for a time, but in 1866 the production began to fall off, and recourse was had to Japanese seed. This latter has, so far, fared pretty well and seems to have generally escaped infection, but the size and quality of the cocoon is much inferior to the "*beladieh*" or native cocoon. The factories obtain their supplies from the peasantry of the surrounding districts, to whom, as I have mentioned, the rearing of silk forms the chief resource. The little care, however, given to its cultivation, and to preventing the spread of infection, raise doubts as to the future of this important production, capable as it is under proper attention of great extension, notwithstanding the risks arising from climatic influences, such as inopportune rains, hot winds, &c.

The silk season lasts ten months, from June to the end of April. Its success depends, however, upon two things, *viz.*, good prices in France and an abundant crop in Syria, permitting purchases to be made at advantageous rates. The duration of the spinning averages from eight and a half to nine months; the wages paid in the factories are from 6*d.* to 1*s.* per diem. In a few of them girls form the majority of the hands, in others the proportion is insignificant, and women are employed only at harvest time in assorting the cocoons. The girls are from ten to eighteen years old, after which they cease to hire themselves and remain at home. Boys and men are employed from ten to thirty years of age. The native workman is found to be generally very intelligent and to take readily to spinning. The girls show more patience and application, and evince greater skill than the boys; the character of both is very docile. They are almost exclusively members of the various Christian communities of the Lebanon. Few or no Moslems are employed. The Druzes are found useful as labourers, messengers, and for outdoor work generally, the characteristics of the

race unbefitting them for sedentary occupations. The hours of labour are from sunrise to sunset, with three stoppages for food and repose. Presents of money and dress are made to the deserving. With shorter days a corresponding diminution in the amount of wages takes place.

*Silkworm Seed.*—The original Japanese seed when first introduced into the Lebanon about ten years ago, produced a cocoon about  $\cdot 590$  of an inch, of a green colour. Reproduction, however, has since resulted in obtaining a cocoon of colour and form almost similar to the golden yellow of the indigenous cocoon and more voluminous in size. The old native seed, now seldom produced, and that only in the higher ranges, yielded for every dram from 3 to 4 okes of cocoons; the original Japanese, from 1 to  $1\frac{1}{2}$  okes; and reproduced Japanese, 2 okes per dram. With the native seed, 1 oke of silk was obtained from 9 to 11 okes of cocoons; with the original Japanese, 17 to 18 okes; while with the reproduced Japanese, from  $13\frac{1}{2}$  to 15 okes. This circumstance, coupled with the price of reproduced seed being five times less than original seed, has given the preference to the former throughout the whole of Syria, besides causing it to become an article of considerable importance for export to France, Egypt, Cyprus, and Candia. Disease, however, occasionally shows itself in the reproduced seed as well as in the original, producing black spots on the head and feet of the worm, followed by refusal of food, and ultimately death.

Reproduced seed sells at 2, 3, and even 5 *pias.* the dram (a paper of 7 drams of original Japanese seed costs 125 *pias.*) for cash, and by the French ounce of 8 drams. The moth which produces the seed required for export and reproduction is laid upon a stretched cloth, which is afterwards rolled up and placed in a perforated tin box; the box is then hung up in a spot accessible to the air. Seed for local purposes is kept in the convents and churches and other dry places, free from smoke, and airy, until the middle of March.

The production of seed in 1874 was 2,400,000 drams (or 2,400,000 papers) of which 300,000 were sent to France, the same quantity to Cyprus, Egypt and Crete, and the remainder consumed in the country.

The importation of original Japanese seed is now only 1,000 papers per annum, of which a fourth contains unfruitful eggs, owing to fraud in Japan. The thread produced by the original Japanese seed is weak, that of the reproduced seed becomes yearly stronger and more elastic.

*Cocoons.*—Those of Mount Lebanon are the first to appear in the French market. Prices here are moderate at the outset, owing to ignorance of the probable results of the French and Italian harvests.

In 1871, with an average crop in the Lebanon, both as to quality and quantity, prices began at 18 *pias.* per oke and rose later to 27 *pias.* and 30 *pias.*

In 1872 they began at 25 *pias.* and finally reached 35 *pias.* In 1873 they began at 20 *pias.* and rose to 32 *pias.*

This year (1874) prices fluctuated between 18 and 25 *pias.* while the present crop (1875), owing to low prices and heavy stocks in France, and presumed good harvests in Europe generally, will probably vary between 10 and 15 *pias.*, thus causing a heavy loss to the Lebanon when compared with former years.

The principal export of silk is to France, and a very small quantity to Italy. The freight from Beyrout to Marseilles by steamer is 25 fr. per 100 kilos. for compressed cocoons, and 32 fr. for non-compressed. Insurance costs 30 c. per 100 fr. value during summer, and  $\frac{3}{4}$  per cent. during other seasons.

Export duty absorbs  $\frac{3}{4}$  *pias.* per oke. Pressing bales from 18 to 25 *pias.* per bale, and shipping charges 5 *pias.*

The Beyrout silk and cocoon merchants draw, before harvest time, at three months (with interest added at 6 per cent.) upon their Marseilles correspondents, and make advances to the producers at the rate of 12 per cent. interest on the coming crop, which, when ready, is despatched to France to cover their bills. Sometimes, however, consignments are made to Marseilles houses which charge 3 per cent. commission on sale. There are, also, French houses which advance directly to the peasants upon the coming crop.

Cocoons are compressed in bales of 55 to 65 okes, care being taken to avoid injury by over pressure. Packing is done in stout English canvas and properly corded.

An average harvest is 2,000,000 okes of cocoons (of the value of between 400,000*l.* and 500,000*l.*), of which 60,000 (among them 8,000 moth pierced) are compressed and sent to Europe. 1,200,000 okes are spun in the country for the French market, and 200,000 consumed in the native manufactures.

*Moth-pierced Cocoons*, or those which have served for the reproduction of seed, all go to France. Prices in ordinary years vary from 55 *pias.* to 60 *pias.* per oke. In Marseilles they fetch 10 *fr.* to 12 *fr.* per kilo. Care is taken that they are well dried, there being a difference in weight of 5 to 10 per cent. between fresh and dried cocoons of this character. The export duty amounts to 22 *paras* per oke; freight to 18 *fr.* per 100 kilos.

*Double Cocoons* constitute 8 to 10 per cent. of the total produce. They are not exported, but spun for the native looms. An average crop is 200,000 okes, at the price in ordinary times of 12½ *pias.* per oke.

*Silk Reeling*.—The factories of the Lebanon are situated in various portions of the western slopes from near sea level to an elevation of 3,000 feet. Prices of French reeled silk were as follows.—

|      |    |    |    |    | Piastres.           |
|------|----|----|----|----|---------------------|
| 1871 | .. | .. | .. | .. | 400 to 450 per oke. |
| 1872 | .. | .. | .. | .. | 510 525 "           |
| 1873 | .. | .. | .. | .. | 500 520 "           |
| 1874 | .. | .. | .. | .. | 350 450 "           |

Estimates for 1875 give 270 *pias.* to 300 *pias.* as the probable cost. The expenses of reeling vary between 70 *pias.* and 80 *pias.* the oke; freight to Marseilles, 40 *fr.* per 100 kilos.; export duty is 2·17 *pias.* per oke; insurance ½ per cent. in summer, and ½ per cent. at other periods; packing costs 12 *fr.* to 14 *fr.* per bale; shipping, 1 *fr.* The bales are made up in a round form. The silk is packed in waxed paper, then in white, and finally in coarse paper. A bale of raw silk weighs 100 kilos. gross, and represents a value of 8,000 *fr.* to 9,000 *fr.* An average production reaches 100,000 kilos., of the value of 320,000*l.* to 360,000*l.*

*Native Reeled Silk*, the thread of which is unequal and often contains knots caused by the predominance of double cocoons, sells in the country at 250 *pias.* to 350 *pias.* per oke in ordinary times. About 5,000 okes are annually produced.

*Waste Silk* goes to France. The yearly export is about 12,000 kilos. Price, 55 *pias.* to 60 *pias.* per oke.

*Mulberry*.—The white mulberry (*morus alba*) is among the trees of the Lebanon that which most interests at once the cultivator, the manufacturer, and the merchant. The wealthy proprietor attends to its culture assisted by his own people, while the more humble landowner looks after it himself without being constrained thereby to abandon his other means of livelihood, requiring as it does only two or three months

of the year. The tree begins only at the age of four years to supply leaves fit for the nourishment of the silkworm. Land destined for its cultivation requires to be manured and ploughed for two consecutive years. Trees, when irrigation is impracticable, are never allowed to grow high, but their height even when water is procurable, never exceeds 9 to 12 feet, in order to increase the strength of the leaves and to prevent the tree from going to wood.

*Tobacco.*—The best qualities of Lebanon tobacco are produced in the districts of Koutra, near Tripoli, and Jebail; hence the names, Jebely and Kourani tobaccos. Sheep and goat grazing lands are generally preferred for its cultivation. Sowing is in May, harvesting in July. Each plant gives three qualities of tobacco, viz., the inferior, from near the roots, the best from the middle of the plant. During the harvest the leaves are gathered, tied together, and placed in shady spots exposed to air and dew, turned frequently and then pressed into small bales. These tobaccos have a fine aroma, and possess in common with other Syrian varieties, the merit of not leaving an unpleasant taste in the mouth after smoking. The superior quality is ascribed to goat manure, and to the abundant irrigation practicable. The prices are as follow :—

|                  |    |    |    |    | Piastres.   |
|------------------|----|----|----|----|-------------|
| First quality .. | .. | .. | .. | .. | 25 per oke. |
| Second „         | .. | .. | .. | .. | 12 to 15 „  |
| Third „          | .. | .. | .. | .. | 7 8 „       |

It is almost all consumed in the country, what remains goes to Egypt. The annual quantity produced is 100,000 okes, of which 35,000 goes to Egypt.

*Olive Oil.*—The olive tree is cultivated throughout the lower and middle regions of the mountain, notably in the numerous glens and on the protected slopes of the ravines. The oil is compressed by the European system, but with primitive apparatus. The now extensive use of American petroleum for burning has caused a reduction in value of olive oil of late years. Soap making consumes half the crop, domestic uses barely a fourth, the remainder is exported when prices in Europe and the Levant admit. The present price is  $3\frac{1}{2}$  pias. to 4 pias. per oke, a reduction of 40 per cent. on former prices owing to the great abundance of the last harvest both here and everywhere throughout the East.

*Cereals.*—The production of breadstuffs in the Lebanon is immeasurably disproportionate to the wants of its inhabitants, and even that which exists is with a few rare exceptions of the most meagre quality, partly owing to the poverty of the land, and partly to the more remunerative return offered by the cultivation of more valuable products.

#### SPONGES.

Sponges are fished all along the coast of Mount Lebanon, but chiefly in the neighbourhood of Batroun, which produces the finest quality of Syrian sponges. They are commonly classed under three heads, the prices of which are as follows :—

|                |    |    |    |    | Piastres.           |
|----------------|----|----|----|----|---------------------|
| 1st quality .. | .. | .. | .. | .. | 330 to 350 per oke. |
| 2nd quality..  | .. | .. | .. | .. | 180 185 „           |
| 3rd quality..  | .. | .. | .. | .. | 20 25 „             |

Rare parcels fetch as high as 800 pias. to 1,000 pias. per oke. The first quality is all exported to France; the second and third qualities go to Germany and Austria.



The fisheries of the Lebanon employ 120 boats, manned by 550 men. The annual yield varies in value between 4,000*l.* and 6,500*l.* sterling.

#### NATIVE MANUFACTURES.

The chief of these are silk and cotton stuffs used by the natives, abbas, or the coarse woollen garments worn by the peasantry, and the coarse cotton stuffs of which their shirts are made. The silk stuffs are keffrés, surates, waist shawls, abbas or mantles, furniture stuffs, tobacco bags, slipper and cushion materials. For these native spun silk is alone used, the finer threads produced by the European method of reeling not resisting the primitive machinery and the rude manipulation of the native artisan.

*Keffrés* are of various qualities and materials, sometimes all of silk, or mixed with cotton. They are used to protect the head and cover the face. They are generally striped and of various colours, the finest contain gold and silver threads interwoven; they are about a square yard in size. Prices, 40 pias. to 150 pias. according to richness of material.

*Surate*, stuffs used for dresses, of silk, or mixed with cotton; striped, red, white, green, and black silk costs from 80 pias. to 100 pias., mixed, from 35 pias. to 40 pias. per piece of 19 to 20 feet long, and 27 to 32 inches broad.

*Waist Shawls*.—These are made of strong silk, striped with various colours, about 5 feet long. They are sold by weight at 1 pias. or  $1\frac{1}{2}$  pias. per dram, costing each from 90 pias. to 150 pias.

*Abbas or Mantles*.—They are made of silk, silk and cotton mixed, others of wool and cotton. Pure silk ones cost 500 pias. the piece, if with gold threads, 1,000 pias.; silk and cotton mixed, 125 pias. to 150 pias. up to 300 pias.; woollen, 400 pias.; cotton and wool mixed, 150 pias. to 175 pias.

*Furniture Stuffs* are of silk, wool, and cotton. The price for silk is 40 pias. to 100 pias. per pike of 27 inches; for wool, 30 pias. to 75 pias.; for cotton,  $4\frac{1}{2}$  pias. to 8 pias.; silk and wool mixed costs 5 pias. less. The pieces are 27 feet long, 2 to  $2\frac{1}{4}$  feet broad.

*Tobacco Bags* are either all of silk, with gold or silver threads, or mixed with cotton. They cost 15 to 40 pias. each, according to quality.

*Slippers* sell for 18 to 40 pias. per pair, not made up, according to material.

*Cushions*, not made up, sell from 23 to 65 pias. each; if embroidered, 150 pias. They are of silk, cotton, and wool.

The above articles are made principally at Zouk, in the Kesronan, and at Deir-el-Kammâr, in the Shoof. The total annual value is between 45,000*l.* and 50,000*l.* Besides the above are manufactures of wine, arrack, soap, yarn, and calico dyeing; all of little importance, and sufficient only for local wants.

#### FORESTS, MINES, ROADS, &c.

There is very little forest land. In the north, above the Lebanon seaports of Jebail and Batroun, oak of a diminutive growth is found, and is used chiefly for feeding goats, fuel, and roofing houses. The most extensive forest of oaks is that called the Shâara, near the foot of Lebanon, behind Sunnîn. No timber is available for ship building. The groves of the country are the private property of the adjacent villages, which hold them in common. In some spots the forests have been divided among the villagers, who either sell or cultivate them



with vine or mulberry trees. They are subject to the same taxes as the other property of the Lebanon, and pay in proportion to value. Small forests of pine abound in different parts of the sandstone ridges. Pitch is extracted for local consumption.

*Iron.*—Extensive deposits of iron ore are found throughout the Lebanon, chiefly in the higher ranges, many of them of great richness. They exist in the districts of Bisherré, Djebail, Metten, El Ghurb, Barouk, &c.; while south-west of the Cedars, towards El Hadeth, Tenurîn, and Dûma, the soil for many miles is red, the rock an ochreous sandstone, traversed by veins of rich ore. From Jebel Kineesy, west to Beyrout, are also extensive regions of ferruginous sandstone. On the north-west spur of the same mountain is a bed of rich ore in which occur nodules of iron in quantity, about the size, weight, and shape of bullets, and which were used as such by the mountaineers in the Civil War of 1845.

The Lebanon iron mines, the steel-producing properties of which were celebrated in remote times, are now worked sufficiently only to provide for local wants of horseshoes, nails, &c. Want of means of communication, combined with the distance whence fuel has to be brought for smelting purposes, is the chief impediment to successful working on an extensive scale. At Dûma, Murjaba, &c., for instance, where there are several furnaces, the speedy exhaustion of fuel (wild oak, pine, &c.) necessitates the removal of the furnaces and the opening of new mines every few months.

During the Egyptian occupation these iron mines were more extensively worked, forced labour being available, especially those at Schweir, in the valley of the Metten. Coal from Kornail, two hours' distance, was used for a short time to supply the smelting furnaces, but after repeated trials was found wholly inadequate to take the place of the wild oak, which alone gives heat sufficient to melt the native ore.

*Coal* exists in the Lebanon, principally at Kornail and other parts of the valley of the Metten. The mine at Kornail, situated in one of the most precipitous parts of the Mountain, was worked by the Egyptians when they occupied Syria. In 1837 about 4,000 tons were extracted.

The quantity available is considerable, but the quality is very inferior, and so largely mixed with sulphur as to render it of no use for the generation of steam. At present little or none is obtained. Difficulty of access, consequent cost of transport, make the extraction a matter of doubtful result from a paying point of view. Lately many schemes have been set afloat for the utilization of the coal deposits of the Metten by Frenchmen possessing extensive silk-reeling factories in the neighbourhood, and who require it for the heating of their furnaces. Whatever may be the ultimate success of these projects, little hopes exist that coal can become an article of export.

*Saltpetre* is found near Hermel, bordering on Baalbec, but in small quantities.

*Marble* of an inferior kind is found in various localities; the best near to Deir-el-Kammar.

*Fossiliferous Resins*, among them amber, are said to have been lately discovered. The extent and value of the deposits are not yet known.

Roads are simply the tracks from village to village made in the course of ages by the traffic of the district conducted by means of camels and other beasts of burden. The French macadamized road from Beyrout to Damascus, it is true, crosses the Lebanon, but traffic upon it is a monopoly, and, owing to the high tolls exacted upon merchandise and produce carried by other means than those of the

company to which the road belongs, renders it of little utility to the Mountain. Two or three short carriage roads exist, rather, however, for private convenience than for public traffic, owing to the extremely mountainous and rocky nature of the Lebanon, and the impossibility of making carriage roads except at a considerable outlay, which the province cannot support. The attention of the authorities has been lately directed to the improvement of the existing camel tracks, goat and bridle paths, by the removal, when easily practicable, of the boulders, rocks, and stones which everywhere block up these only means of communication.

#### TAXATION AND COST OF ADMINISTRATION.

The budget of Mount Lebanon amounts to about 57,000*l.* annually. The receipts are composed—1st. Of the land tax, which is levied upon 124,954 cadastral drams, at the rate of 20 *pias.* per dram, according to an evaluation of property completed in 1867 for the purpose of an equal assessment of taxation among the inhabitants. 2nd. A personal tax of 9 *pias.* per head, levied upon 100,060 persons. 3rd. The produce of the rents of the Crown lands, or “*Bekalik*,” which are passed to the credit of the Imperial Treasury in account current. 4th. The annual subvention of the Sublime Porte granted to make up the deficit between the revenue and cost of administration.

The disbursements include the charge on the revenues for the maintenance of the military police, or *gendarmérie*; of the police detailed for the security of the Damascus, Tripoli, and Sidon roads; and the expenses incurred in the administration of the eight districts into which the Mountain is divided.

According to the “*Réglement* of 1861,” the taxation of the Lebanon is limited in amount to 7,000 purses, or 31,820*l.*, or about 2*s.* 11*d.* per head of total population, male and female; or 6*s.* 4½*d.* per head of the tax-paying portions of the community. No custom-house dues are levied. The tobacco “*régie*,” applied a year ago to the empire, is inoperative in the Lebanon. There is no conscription.

#### POPULATION AND ADMINISTRATIVE SUBDIVISIONS.

The Lebanon, considered in its geographical extent, is the most populous in Syria. Its population is 220,504 of the following sects:—

|                        | Number. |
|------------------------|---------|
| Maronite .. .. .       | 135,736 |
| Greek Orthodox .. .. . | 27,980  |
| Druze .. .. .          | 25,088  |
| Greek Catholic .. .. . | 17,320  |
| Metuali .. .. .        | 7,800   |
| Mussulman .. .. .      | 6,254   |
| Other sects .. .. .    | 326     |
| Total .. .. .          | 220,504 |

The population of the different districts into which the Mountain is divided is shown by the following table:—

| Districts.       | Chief Place.     | Cantons. | Villages. | Hamlets. | Population. |
|------------------|------------------|----------|-----------|----------|-------------|
| Shoof .. ..      | Baaklin .. ..    | 13       | 87        | 147      | 48,286      |
| Djezzin .. ..    | Djezzin .. ..    | 3        | 13        | 112      | 11,120      |
| Deir-el-Kamar .. | Deir-el-Kamar .. | 1        | 2         | 5        | 2,716       |
| Metten .. ..     | Behannès .. ..   | 6        | 65        | 136      | 46,296      |
| Zahlé .. ..      | Zahlé .. ..      | 1        | 1         | 4        | 8,682       |
| Kesronan .. ..   | Ghazir .. ..     | 9        | 64        | 225      | 40,790      |
| Batroun .. ..    | Torza .. ..      | 9        | 53        | 102      | 50,532      |
| Koura .. ..      | Beshmezzin ..    | 4        | 20        | 35       | 12,081      |
| Total .. ..      | .. ..            | 46       | 305       | 766      | 220,504     |

The distribution of the following sects is shown by the following table:—

| Districts.        | Villages and Hamlets. | Population. |           |        |                 |                 |          |              | Total of Inhabitants. |
|-------------------|-----------------------|-------------|-----------|--------|-----------------|-----------------|----------|--------------|-----------------------|
|                   |                       | Mussulman.  | Maronite. | Druze. | Greek Orthodox. | Greek Catholic. | Metrali. | Other Sects. |                       |
| Shoof ... ..      | 234                   | 4,426       | 14,472    | 20,274 | 4,546           | 3,756           | 520      | 292          | 48,286                |
| Djezzin ... ..    | 125                   | 170         | 6,150     | 46     | 310             | 3,042           | 1,402    | ...          | 11,120                |
| Metten ... ..     | 201                   | 130         | 27,986    | 4,746  | 9,292           | 3,310           | 798      | 34           | 46,296                |
| Deir el Kamar ... | 7                     | ...         | 2,342     | 22     | ...             | 352             | ...      | ...          | 2,716                 |
| Zahlé ... ..      | 5                     | 72          | 1,364     | ...    | 1,324           | 5,892           | 30       | ...          | 8,682                 |
| Kesronan ... ..   | 289                   | 380         | 35,366    | ...    | 1,004           | 604             | 3,436    | ...          | 40,790                |
| Batroun ... ..    | 155                   | ...         | 46,060    | ...    | 2,542           | 366             | 1,574    | ...          | 50,532                |
| Koura ... ..      | 55                    | 1,076       | 1,996     | ...    | 8,962           | 8               | 40       | ...          | 12,081                |
| Total ... ..      | 1,071                 | 6,254       | 135,736   | 25,088 | 27,980          | 17,320          | 7,800    | 326          | 220,504               |

The administrative subdivisions of the Mountain are as follows:—

| Names of Districts. | Caimakam-<br>liks. | Mudiriats. | Cantons.   | Number of Cantons. | Religion.   | Place of Residence.   |
|---------------------|--------------------|------------|--|--------------------|---|---|
| Shoof ...           | Caimakam           | Mudir ...  | Shoof-Haïti ...<br>Arkoub-Djenoubi ...<br>Arkoub-el-Ala ...<br>Arkoub-Shemali ...<br>Menassif ...<br>Aklim-el-Karroub ...<br>Garbi-Shemali ...<br>Garbi - ala - Dje-noubi ...<br>Shehar ...<br>Garbi-Akca ...<br>Djourd-el-Ala ...<br>Djourd-el-Nicara | 12                 | Druze ...<br>" ...<br>" ...<br>Maronite ...<br>Druze ...<br>Mussulman ...<br>Maronite ...<br>Druze ...<br>Maronite ...<br>Druze ...<br>" ...<br>" ...<br>" ...<br>" ... | Baaklin ...<br>Mohktara ...<br>Kefer-Nabrahk ...<br>Ain-Zehalte ...<br>Mejdel-Meonche ...<br>Deir-Babda ...<br>Berdja ...<br>Ksons ...<br>Aitat ...<br>Abey ...<br>Choyfat ...<br>Beteter ...<br>Reshmaya |
| ...                 | ...                | Mudir ...  | Deir-el-Kamar ...  | 1                  | Maronite ...  | Deir-el-Kamar   |
| Djezzin ...         | Caimakam           | Mudir ...  | Aklinn-Taffah ...<br>Djebel-Ritram ...   | 2                  | Maronite ...<br>Greek Catho-<br>lic ...<br>Metwali ...  | Djezzin ...<br>Derb-essin ...<br>Rihan  |
| Zahle ...           | Caimakam           | ...        | ...  | 1                  | Greek Catho-<br>lic   | Zahle   |
| Metten ...          | Caimakam           | Mudir ...  | Mettew-Ala ...<br>Sahel ...<br>Cateë ...<br>Shoner ...   | 5                  | Maronite ...<br>" ...<br>" ...<br>Greek Ortho-<br>dox ...   | Behannes ...<br>Shebanie ...<br>Wadi Shahroun ...<br>Bekfaya ...<br>Shoner  |
| Kesronan            | Caimakam           | Mudir ...  | Ghosta ...<br>Zouk ...<br>Djounie ...<br>Fetouk ...<br>Djebel-Meneitra ...<br>Djebel ...<br>Djebel-el-Ala ...<br>Djourd-Kesronan   | 8                  | Maronite ...<br>" ...<br>" ...<br>" ...<br>" ...<br>" ...<br>" ...<br>" ...   | Ghazir ...<br>Ghosta ...<br>Zouk-Mihail ...<br>Djounie ...<br>Kefour ...<br>Gair-Tour ...<br>Djebel ...<br>Ehmege ...<br>Kefer-Debian   |
| Batroun...          | Caimakam           | Mudir ...  | Batroun ...<br>Batroun-Ala ...<br>Kenat ...<br>Hasroun ...<br>Besherre ...<br>Ehden ...<br>Zaoule ...<br>Hermel ...  | 8                  | Maronite ...<br>" ...<br>" ...<br>" ...<br>" ...<br>" ...<br>" ...<br>Metwali ...   | Batroun ...<br>Batroun ...<br>Tennourin ...<br>Mazraa ...<br>Hasroun ...<br>Besherre ...<br>Ehden ...<br>Arges ...<br>Hermel  |
| Koura ...           | Caimakam           | Mudir ...  | Wonsba ...<br>Shemalie ...<br>Koaiti ...   | 3                  | Greek Ortho-<br>dox ...<br>Ditto ...<br>Mussulman ...<br>Greek Ortho-<br>dox  | Emioun ...<br>Beterram ...<br>Bedebhoun ...<br>Taboura  |
|                     |                    |            |  | 40                 |   |   |

#### LEBANON GENDARMERIE.

The Lebanon militia or gendarmerie, is composed of one company of irregulars, eight companies of infantry, one company of horse, and a band. Their numbers are as follows:—

| Officers.              | Gendarmes.                | Total Number. | Annual Pay. |
|------------------------|---------------------------|---------------|-------------|
| 1 Colonel.             | 63 Sergeants (1st & 2nd). | Gendarmes 634 | Piastres.   |
| 3 Chiefs of Battalion. | 73 Corporals.             | Officers 43   | 1,846,191   |
| 1 Adjutant Major.      | 12 Trumpeters.            | —             | or          |
| 10 Captains.           | 11 Drummers.              | 677           | £           |
| 9 Lieutenants.         | 475 Gendarmes.            |               | 16,783      |
| 11 Sub-Lieutenants.    |                           |               |             |
| 3 Surgeons.            |                           |               |             |
| 1 Chief Armourer.      |                           |               |             |
| 1 Paymaster.           |                           |               |             |
| 1 Clerk.               |                           |               |             |
| 1 Standard Bearer.     |                           |               |             |
| 1 Adjutant.            |                           |               |             |

### EDUCATION.

Education in Mount Lebanon has of late years, and notably since 1861, acquired considerable proportions, owing to the efforts of the numerous American and European benevolent and religious societies, and to the stimulus thereby given to the exertions of the heads of the various Christian communities of the Mountain in the same direction. And the supply may be said, in point of numbers at least, to be equal to the demand, if not in advance of present requirements.

Besides primary schools in almost every village, under the charge of the native Christian convents, ecclesiastics, and others, are many where gratuitous rudimentary instruction is given by the resident agents of American, English, Scotch, French, Italian, and other European missions. There also exist in the mountain sixty-five Government primary schools. Besides the large colleges of the Jesuits, Lazzarists, and others in the Kesronan, the vicinity of Beyrout with its numerous colleges and high class schools give great facilities for the acquisition, at a comparatively nominal cost, of a superior education. The Christian portion of the Lebanon population has thus ample means for instruction within reach, and desire is shown to profit by them. The Druzes, on the other hand, possess but one so-called college, but which has been for a long time leading an unsatisfactory existence; and although the facilities offered by the foreign and other schools of the country are alike available to the Druze as to the Christian, the general discouragement produced by lack of prosperity among the former has resulted in education having made little or no progress.

The endeavours of the Governor-General to establish in the Mountain a school for the improvement of native trades and industries have not so far proved successful through want of funds. He has lately obtained permission to nominate from among the different mountain sects six youths for education in the Constantinople colleges, namely, three to the Government Lycée of the capital, and three to the medical college there.

### GENERAL REMARKS.

While Mount Lebanon enjoys under its present form of Government many and solid advantages unknown to the rest of the country, its actual condition is not a prosperous one, although still comparing most favourably with other portions of Syria in that respect.

The little cultivable area it possesses, its redundant population, militate against the prosperity of the people except in times of



bountiful harvests, good markets in Europe for its produce, and commercial activity in the surrounding country.

The Lebanon may be said to have reached the zenith of its prosperity in 1865, a period of good harvests at home, and exceptionally high prices abroad. Since then, however, droughts, and falling prices in Europe have greatly affected its welfare, and placed the landowner heavily in the debt of the Beyrout, Sidon, and Tripoli money-lenders. Owing to the great prosperity of the year I have mentioned and the means it afforded to the Lebanese for indulging freely in his passion for the acquisition of land, real property acquired a fictitious value, which has since yearly depreciated until the present time, when it can be bought for 50 per cent. below what it cost ten years ago; but there are few or no buyers. In face of the absence of ready money, the difficulties and delays in getting paid, credit with the shopkeeper and trader of the seaboard towns has long been cut off. The landowner, saddled with the payment of an interest varying from 10 to 18 per cent., a rate far surpassing the profit derivable from real property, which is only from 5 to 10 per cent. even in good times, find himself hopelessly and irretrievably sinking deeper into the mire of indebtedness, while the usurer dares not foreclose in view of the depreciated value of the property upon which he has made advances.

This is generally the case in the Mountain, especially with the Druze population, inhabiting the less fertile portion. The majority (a very large one) of the chiefs and principal families of this people are deeply indebted beyond hopes of extrication. The lot of the peasantry is not a better one, and much misery and want exist among the race.

The disastrous effects of the events of 1860, which sapped their prosperity, coupled with the confiscation of the fertile lands which they possessed in the plains of the Bekâa, and which constituted the chief source of their wealth, have produced much discouragement among their numbers, and has been increased by subsequent bad harvests; and emigration has begun to the province of the Hauran, and is increasing.

In the northern portion of the Mountain the condition generally of the Maronite and other Christian dwellers of that region is also one of great indebtedness, but not nearly to the same extent, owing to the superior quality of the land, and the presence among them of wealthy agricultural communities in the shape of the well-endowed convents, monasteries, &c., and to the fact that the civil war of 1860 left them for the most part untouched. Aptitude for trade, commerce, and industry, identity of race and religion, and otherwise close connection with the interests of the traders and merchants of the cities of the Syrian coast, to all of which the Druze is a complete stranger, make the lot of the Christian under adverse circumstances an easier one, and renders his condition more susceptible to speedier improvement.

But the dawn of a happier state of things is still far off. What remains in the French market of last year's crop of Syrian silk is unsaleable except at a great loss owing to extraordinary low prices. In consequence the present year's crop of cocoons, although promising most favourably, will not obtain even the low price which that of last year fetched. The peasant will therefore receive the half of what he is wont to get in ordinary times for his crop, and the loss to the Mountain in this article alone cannot fall short of 300,000*l*. In olive oil, owing to large crops at home and abroad, the present price is half what it was last year.

Syria is a country of quick transitions; a year ago breadstuffs were at famine prices in the land, now corn is unsaleable at normal prices,

and the proceeds of a yet more bountiful harvest are close at hand. Last year trade was dull, but still sufficient to create circulation in the country; now it is utterly stagnant. Importations have fallen off greatly, and no demand for export exists. The coffers of the native bankers and moneylenders are gorged, but there is no safe employment for capital even at the low rates of 7 and 8 per cent. Last year the peasant had the means of buying, notwithstanding high prices; now, with everything cheap, he is worse off than before.

This state of things will no doubt give incentive to native industries, especially in silk stuffs, but as their consumption is restricted by their quality to oriental countries, the gain will be but small, and go but little way to alleviate the general distress among the peasantry.

## WEIGHTS AND MEASURES.

| Turkish.                        | English.                 |
|---------------------------------|--------------------------|
| 1 dram .. .. .                  | 1·818 drams avoirdupois. |
| 400 drams = 1 oke .. ..         | 2·841 lbs.               |
| 1 Syrian cantar = 200 okes.     |                          |
| 1 batman = 6 okes.              |                          |
| 1 rottol = 2 okes.              |                          |
| 39·424 okes .. .. .             | 1 cwt.                   |
| 816 kilos. of Constantinople .. | 100 imperial quarters.   |

## MONEYS

|                            |   |                 |
|----------------------------|---|-----------------|
| 126½ piastres currency     | = | 1 sovereign.    |
| 115                   "    | = | 1 Turkish lira. |
| 100                   "    | = | 1 Napoleon.     |
| 40 paras           ..   .. | = | 1 piastre.      |

Beyrout, May 10, 1875.

## CRETE.

*Report by Consul Sandwith on the Trade and Commerce of Crete,  
for the Year 1874.*

As stated in my preliminary trade report for the year 1874, commercial operations during that year attained very poor proportions. For the first nine months, indeed, the exports were inconsiderable, and it was not till the autumn crops, consisting of olive oil, locust beans, and Valonea nuts, began to be gathered in, that a certain briskness began to be apparent on the quays of the little ports in Crete. The crop of Valonea nuts is produced in the oak forests growing on the heights above the town of Rethymo, the value of that crop, which was all exported to Trieste, being about 16,000*l*. The crop of locust beans exported amounted to about an equal sum, two-thirds of the quantity being also the production of the neighbourhood of Rethymo. The largest exports have consisted in olive oil and soap. The quantities shipped from the three principal ports in Crete were estimated as follows:—

|               |    |          |        | Quantity. | Value. |
|---------------|----|----------|--------|-----------|--------|
|               |    |          |        |           | £      |
| From Candia—  |    |          |        |           |        |
| Oil .. ..     | .. | Tuns ..  | 918    | 30,900    |        |
| Soap .. ..    | .. | Cwts. .. | 22,140 | 30,970    |        |
| From Canea—   |    |          |        |           |        |
| Oil .. ..     | .. | Tuns ..  | 660    | 21,000    |        |
| Soap .. ..    | .. | Cwts. .. | 22,080 | 27,600    |        |
| From Rethymo— |    |          |        |           |        |
| Oil .. ..     | .. | Tuns ..  | 600    | 20,000    |        |
| Soap .. ..    | .. | Cwts. .. | 17,600 | 22,000    |        |

thus giving a total amount of 2,178 tons of oil of an aggregate value of 71,900*l*.; and 61,820 cwt. of soap of a total value of 80,570*l*. The oil exported was about the same as the estimated exports of the previous year, but the price obtained was lower; while the soap was not much more than half of the preceding year's exports. The quantities would have been even smaller were it not that the month of December witnessed a large exportation of both oil and soap, the produce of the new crop, which was one of the most abundant on record, and which will tell upon the exports of 1875. All the oil and soap found a ready market in Constantinople, Alexandria, and Salonica. The total value of the exports from Candia during the past year have been estimated by the Vice-Consul to amount to 93,600*l*., those from Rethymo, by the Consular Agent there, at 78,300*l*., while those from this port of Canea cannot have much exceeded 90,000*l*. There are a few small harbours in the island whence produce is shipped to the three ports above enumerated for transhipment abroad, the produce leaving the former small harbours, direct for foreign parts, probably not exceeding 10,000*l*. It thus appears that the total amount of the exports from Crete during 1874 did not attain a higher figure than 271,900*l*., or about 1*l*. per head of population.

While the productions raised for export were thus extremely small, the two most important articles of importation, viz., food and clothing, exhibited a considerable increase. When it became apparent, about the month of August, that the olive crop would be a redundant one, credit revived, orders for Manchester manufactures were at once freely given, and the local markets, as the year drew to a close, were amply stocked with cotton twist, calicoes, and shirtings. The indigent peasantry had, during a year of want, reduced their apparel to the slenderest limits, and the native merchants had rightly calculated on an increased demand for clothing. I am informed by those in the trade that there is an annually increasing demand for cotton twist from Greece, and that the greater part of the coarser qualities now imported, ranging from No. 6 to No. 14, is the produce of the looms of that country, while the finer sorts, ranging from 14 upwards, continue to be drawn from England. The total imports of manufactured goods are estimated to have reached the figure of 115,000*l.*, and of this sum, 80,000*l.* worth came from England, and the balance from Greece and Austria.

The food supply, consisting of flour, wheat, and barley, was drawn, the former for the most part from Constantinople, where it is either manufactured or stored in bond in its transit from the Black Sea, wheat from Salonica and Macri in Anatolia, while nearly all the barley, which is largely consumed by the peasantry, was raised in the plains of the African coast, near Bengazi. Of barley alone it is supposed that 50,000*l.* worth was imported, and of wheat and flour more than that value. The prices were as follows:—

|              |    |    |    | £ | s. | d. |    | £ | s. | d. |             |
|--------------|----|----|----|---|----|----|----|---|----|----|-------------|
| Flour, from. | .. | .. | .. | 0 | 15 | 0  | to | 0 | 17 | 0  | per cwt.    |
| Wheat „      | .. | .. | .. | 2 | 1  | 0  | to | 2 | 5  | 0  | per quarter |
| Barley „     | .. | .. | .. | 1 | 2  | 0  | to | 1 | 3  | 0  | per quarter |

Soda ash, used in the making of soap, has been imported in larger quantities than usual, the amount being valued at about 12,000*l.*, while Egyptian natron, used in the same manufacture, was valued at 15,000*l.* A considerable stock of both remains on hand.

The value of the tobacco imported from European Turkey may be set down at 20,000*l.* To Crete has been accorded the exceptional privilege of growing its own tobacco free of duty, except the tithe of  $12\frac{1}{2}$  per cent. The native weed, however, is of such inferior quality, that very little is raised in the island, the population being thus subjected to the necessity of paying the heavy tax imposed on the article as a State monopoly. By the introduction of better seed and methods of culture, it is probable that the privilege of the free cultivation of this narcotic might be turned into a real boon to the inhabitants.

Under the head of public works, there is, as usual, little to report. The pay and keep of the regular troops, numbering upwards of 4,000 officers and men, and of the *Zaptiés*, or town and rural police, is a constant drain on the resources of the island, the result being that the department of public works is starved. The works undertaken are mainly of an unremunerative character, such as the fortifying the entrance of Suda Bay, and the reconstructing the little fortress of Kissamos at the western end of Crete. The former are extensive works, and are being raised by the cheap labour of soldiers, 1,500 of whom have for the last four years been engaged in their construction; it is expected that this year will see their completion. At the arsenal, at the head of Suda Bay, little is being done. The dry dock, the excavating of which was at one time contemplated, seems to have been abandoned, as well as the alternative plan of a



slip; and the workmen, chiefly sailors of the Imperial navy, have been for some months busy in the construction of a transport of some 1,800 tons burden. The infant town of Azizié, recently built in an unwholesome marsh not far from the arsenal, has received the addition of several new houses and of a mosque. Last autumn more than half the population, who are chiefly sailors and fishermen, were prostrated by fever, and the same calamity must annually befall them until measures are taken for filling up the marsh, as it has been found impossible to drain it, owing to the liability of the waters of the bay, on the occurrence of certain winds, to rise, which thus arrest the outflow of the torrents descending from the neighbouring hills.

In this town of Canea, a public school, where the children of the Christians will receive their education, is approaching completion. A dilapidated building, forming part of the old Venetian arsenal, has been put into a state of repair and converted into spacious school-rooms, the merit of the undertaking being due entirely to the energy of the late excellent Governor-General Reouf Pasha, who induced the Porte to grant the shell of the building, and in spite of much lukewarmness on the part of the Christians themselves, succeeded in raising subscriptions sufficient to turn it into a school.

The mule roads leading from the interior to Canea are yearly getting worse. An order, it is true, was promulgated, calling on every able-bodied man to devote four days' labour every year to put them in repair, but it is not carried out. The same state of things seems to prevail in other parts of the island. The Vice-Consul of Candia reports that nothing was done in the way of improving roads, except for a distance of two miles from the gates of that town, and he adds that during winter, communications are often interrupted between Candia and the fertile districts of Lassithion, as the little river Karteros is impassable after heavy rain, the bridge across it having been carried away long ago. The Consular Agent at Rethymo repeats a similar story, stating that the roads in that neighbourhood are, with few exceptions, in a deplorable state, and that frequently during winter, communication between that town and several villages in the interior is cut off, the peasantry being thus prevented from transporting their produce for shipment.

Canea, Crete, April 15, 1875.



## GALATZ.

*Report by Consul Ward on the Trade and Commerce of Galatz for the Year 1874.*

## SHIPPING AND NAVIGATION.

THE shipping which cleared out of the Danube in the year 1874, according to the statistics of the European Danube Commission, was as follows:—

| Nationality.             | 1873.  |         | 1874.  |         | Increase.      |        | Decrease.      |        |
|--------------------------|--------|---------|--------|---------|----------------|--------|----------------|--------|
|                          | Ships. | Tons.   | Ships. | Tons.   | Ships.         | Tons.  | Ships.         | Tons.  |
| Great Britain ... ..     | 376    | 217,152 | 342    | 216,845 | ...            | ...    | 34             | 307    |
| Greece ... ..            | 557    | 94,157  | 483    | 83,857  | ...            | ...    | 74             | 10,300 |
| Austria-Hungary ... ..   | 136    | 56,674  | 143    | 64,642  | 7              | 7,968  | ...            | ...    |
| Turkey ... ..            | 453    | 41,107  | 425    | 39,926  | ...            | ...    | 28             | 1,181  |
| Italy ... ..             | 163    | 61,805  | 77     | 33,179  | ...            | ...    | 86             | 28,626 |
| France ... ..            | 43     | 30,414  | 41     | 29,060  | ...            | ...    | 2              | 1,364  |
| Russia ... ..            | 89     | 15,904  | 108    | 23,578  | 19             | 7,674  | ...            | ...    |
| Sweden and Norway ... .. | 8      | 3,810   | 17     | 6,575   | 9              | 2,765  | ...            | ...    |
| Belgium ... ..           | 7      | 4,054   | 7      | 6,164   | ...            | 2,110  | ...            | ...    |
| Roumania ... ..          | 41     | 6,121   | 42     | 5,813   | 1              | ...    | ...            | 308    |
| Germany ... ..           | 4      | 1,683   | 7      | 4,890   | 3              | 3,207  | ...            | ...    |
| Denmark ... ..           | 1      | 778     | ...    | ...     | ...            | ...    | 1              | 778    |
| Total ... ..             | 1,878  | 533,659 | 1,692  | 514,519 | ...            | ...    | 186            | 19,140 |
| Steam ships ... ..       | 475    | 283,651 | 515    | 321,872 | 40             | 38,221 | ...            | ...    |
| Sailing ships ... ..     | 1,403  | 250,008 | 1,177  | 192,647 | ...            | ...    | 226            | 57,361 |
| Average Tonnage—         |        |         |        |         |                |        |                |        |
| Steam ships ... ..       | 597.16 |         | 624.99 |         | 27.83 per ship |        | ...            |        |
| Sailing ships ... ..     | 178.19 |         | 163.84 |         | ...            |        | 14.35 per ship |        |

From which it appears that on the whole there was a decrease of 186 ships and 19,140 tons compared with the year 1873. This difference shows that the bulk of the exports was less by about  $3\frac{1}{2}$  per cent.

Steamers continue steadily to supplant sailing vessels, the latter having fallen off by 226 in number, or 38,221 tons, whilst the former have increased by 40, or 57,361 tons.

The following ships, included in the foregoing table, did not ascend the river, and were loaded at Sulina, their cargoes being sent down to them from Galatz and Braila in lighters:—

## STEAM Ships.

| Nationality.           | 1873.  |         | 1874.  |         | Increase. |       | Decrease. |        |
|------------------------|--------|---------|--------|---------|-----------|-------|-----------|--------|
|                        | Ships. | Tons.   | Ships. | Tons.   | Ships.    | Tons. | Ships.    | Tons.  |
| Great Britain ... ..   | 134    | 102,352 | 126    | 81,079  | ...       | ...   | 8         | 21,273 |
| Austria-Hungary ... .. | 9      | 8,575   | 8      | 9,566   | ...       | 991   | 1         | ...    |
| Belgium... ..          | 1      | 527     | 5      | 5,339   | 4         | 4,812 | ...       | ...    |
| Greece ... ..          | ...    | ...     | 3      | 2,528   | 3         | 2,528 | ...       | ...    |
| Germany ... ..         | ...    | ...     | 3      | 2,411   | 3         | 2,411 | ...       | ...    |
| Norway ... ..          | 1      | 678     | 3      | 2,346   | 2         | 1,668 | ...       | ...    |
| Italy ... ..           | 2      | 1,247   | ...    | ...     | ...       | ...   | 2         | 1,247  |
| Denmark ... ..         | 1      | 778     | ...    | ...     | ...       | ...   | 1         | 778    |
| Total ... ..           | 148    | 114,157 | 148    | 103,269 | ...       | ...   | ...       | 10,888 |

## SAILING Ships.

| Nationality.           | 1873.  |        | 1874.  |        | Increase. |       | Decrease. |        |
|------------------------|--------|--------|--------|--------|-----------|-------|-----------|--------|
|                        | Ships. | Tons.  | Ships. | Tons.  | Ships.    | Tons. | Ships.    | Ships. |
| Italy ... ..           | 91     | 41,979 | 50     | 26,006 | ...       | ...   | 41        | 15,975 |
| Austria-Hungary ... .. | 20     | 9,114  | 10     | 5,690  | ...       | ...   | 10        | 3,424  |
| Great Britain ... ..   | 43     | 15,556 | 15     | 5,019  | ...       | ...   | 28        | 10,537 |
| Norway ... ..          | 3      | 974    | 12     | 3,590  | 9         | 2,616 | ...       | ...    |
| Greece ... ..          | 8      | 2,265  | 12     | 3,105  | 4         | 840   | ...       | ...    |
| Russia ... ..          | 1      | 227    | 2      | 1,255  | 1         | 1,028 | ...       | ...    |
| Germany ... ..         | ...    | ...    | 2      | 751    | 2         | 751   | ...       | ...    |
| Turkey ... ..          | ...    | ...    | 2      | 309    | 2         | 309   | ...       | ...    |
| Roumania ... ..        | 1      | 124    | ...    | ...    | ...       | ...   | 1         | 124    |
| Total ... ..           | 167    | 70,239 | 105    | 45,725 | ...       | ...   | 62        | 24,514 |

## SHIPS Loaded at Sulina.

|                      | 1873.  |         | 1874.  |         | Increase.      |       | Decrease.      |        |
|----------------------|--------|---------|--------|---------|----------------|-------|----------------|--------|
|                      | Ships. | Tons.   | Ships. | Tons.   | Ships.         | Tons. | Ships.         | Tons.  |
| Steam ships ... ..   | 148    | 114,157 | 148    | 103,269 | ...            | ...   | ...            | 10,888 |
| Sailing ships ... .. | 167    | 70,239  | 105    | 45,725  | ...            | ...   | 62             | 24,514 |
| Total ... ..         | 315    | 184,396 | 253    | 148,994 | ...            | ...   | 62             | 35,402 |
| Average tonnage—     |        |         |        |         |                |       |                |        |
| Steam ships ... ..   | 771.33 |         | 697.76 |         | ...            |       | 73.57 per ship |        |
| Sailing ships... ..  | 420.53 |         | 435.47 |         | 15.14 per ship |       | ...            |        |

The following table contains the remainder of the shipping which entered the Danube, and though these ships are not accounted for separately by the European Danube Commission, they appear to have ascended the river and traded at the up-river ports :—

## STEAM Ships.

| Nationality.           | 1873.  |         | 1874.  |         | Increase. |        | Decrease. |       |
|------------------------|--------|---------|--------|---------|-----------|--------|-----------|-------|
|                        | Ships. | Tons.   | Ships. | Tons.   | Ships.    | Tons.  | Ships.    | Tons. |
| Great Britain ... ..   | 166    | 90,882  | 172    | 123,727 | 6         | 32,845 | ...       | ...   |
| Austria-Hungary ... .. | 76     | 32,050  | 101    | 44,709  | 25        | 12,659 | ...       | ...   |
| France ... ..          | 42     | 80,242  | 40     | 28,900  | ...       | ...    | 2         | 1,942 |
| Russia ... ..          | 25     | 6,886   | 38     | 12,633  | 13        | 5,797  | ...       | ...   |
| Turkey ... ..          | ...    | ...     | 5      | 2,230   | 5         | 2,230  | ...       | ...   |
| Italy ... ..           | 6      | 2,616   | 5      | 1,960   | ...       | ...    | 1         | 656   |
| Germany ... ..         | 2      | 1,183   | 2      | 1,728   | ...       | 545    | ...       | ...   |
| Greece ... ..          | ...    | ...     | 2      | 1,647   | 2         | 1,647  | ...       | ...   |
| Belgium ... ..         | 6      | 3,527   | 1      | 586     | ...       | ...    | 5         | 2,941 |
| Sweden ... ..          | 4      | 2,168   | 1      | 483     | ...       | ...    | 3         | 1,675 |
| Total ... ..           | 327    | 169,494 | 367    | 218,603 | 40        | 49,109 | ...       | ...   |

## SAILING Ships.

| Nationality,           | 1873.  |         | 1874.  |         | Increase.      |       | Decrease.     |        |
|------------------------|--------|---------|--------|---------|----------------|-------|---------------|--------|
|                        | Ships. | Tons.   | Ships. | Tons.   | Ships.         | Tons. | Ships.        | Tons.  |
| Greece ... ..          | 549    | 91,892  | 466    | 76,577  | ...            | ...   | 83            | 15,315 |
| Turkey ... ..          | 453    | 41,107  | 418    | 37,387  | ...            | ...   | 35            | 3,720  |
| Russia ... ..          | 63     | 8,841   | 68     | 9,690   | 5              | 849   | ...           | ...    |
| Great Britain ... ..   | 33     | 8,362   | 29     | 7,020   | ...            | ...   | 4             | 1,342  |
| Roumania ... ..        | 40     | 5,997   | 42     | 5,813   | 2              | ...   | ...           | 184    |
| Italy ... ..           | 64     | 15,963  | 22     | 5,213   | ...            | ...   | 42            | 10,750 |
| Austria-Hungary ... .. | 31     | 6,935   | 24     | 4,677   | ...            | ...   | 7             | 2,258  |
| Belgium ... ..         | ...    | ...     | 1      | 239     | 1              | 239   | ...           | ...    |
| Norway ... ..          | ...    | ...     | 1      | 156     | 1              | 156   | ...           | ...    |
| Germany ... ..         | 2      | 500     | ...    | ...     | ...            | ...   | 2             | 500    |
| France ... ..          | 1      | 172     | 1      | 150     | ...            | ...   | ...           | 22     |
| Total ... ..           | 1,236  | 179,789 | 1,072  | 146,922 | ...            | ...   | 164           | 32,847 |
| Average tonnage—       |        |         |        |         |                |       |               |        |
| Steam ships ... ..     | 518.33 |         | 595.64 |         | 77.31 per ship |       | ...           |        |
| Sailing ships ... ..   | 145.44 |         | 137.05 |         | ...            |       | 8.39 per ship |        |

## TOTAL Up-river Trade.

| Nationality.         | 1873.  |         | 1874.  |         | Increase. |        | Decrease. |        |
|----------------------|--------|---------|--------|---------|-----------|--------|-----------|--------|
|                      | Ships. | Tons.   | Ships. | Tons.   | Ships.    | Tons.  | Ships.    | Tons.  |
| Steam ships ... ..   | 327    | 169,494 | 367    | 218,603 | 40        | 49,109 | ...       | ...    |
| Sailing ships ... .. | 1,236  | 179,789 | 1,072  | 146,922 | ...       | ...    | 164       | 32,847 |
| Total ... ..         | 1,563  | 349,283 | 1,439  | 365,525 | ...       | 16,262 | 124       | ...    |

The navigation during the year 1874 thus shows a diminution of the shipping which stopped at the entrance of the river, and an increase in that which ascended to the upper ports; the difference is entirely in favour of steamers, the decrease of the sailing tonnage being general.

There is no special remark to be made on the size of the ships. The sailing ships which ascended the river were smaller, and those which loaded at Sulina were larger than in 1873, but taking them all together they are smaller. The reverse is the case with the steamers; those which loaded at Sulina being smaller than usual, and those which ascended being larger, and on the whole they are larger. A better state of the Sulina branch contributed in some degree to encourage steamers to come up-river, but under certain circumstances it is found more economical to send the cargo down to the ship in lighters, than to bring the ship up to load at Galatz or Braila.

The depth of water over the bar at Sulina has been constant at 22½ feet during the last two years, but in the Sulina branch it has been much less; the minimum depths have varied as follows:—

|                 |    |    |    | 1873. |     | 1874. |     |
|-----------------|----|----|----|-------|-----|-------|-----|
|                 |    |    |    | Ft.   | in. | Ft.   | in. |
| March .. ..     | .. | .. | .. | 14    | 9   | 13    | 6   |
| April .. ..     | .. | .. | .. | 15    | 9   | 14    | 3   |
| May .. ..       | .. | .. | .. | 15    | 9   | 16    | 3   |
| June .. ..      | .. | .. | .. | 15    | 6   | 15    | 0   |
| July .. ..      | .. | .. | .. | 14    | 0   | 15    | 0   |
| August .. ..    | .. | .. | .. | 12    | 0   | 14    | 6   |
| September .. .. | .. | .. | .. | 12    | 0   | 13    | 9   |
| October .. ..   | .. | .. | .. | 12    | 6   | 13    | 3   |
| November .. ..  | .. | .. | .. | 13    | 3   | 13    | 3   |
| December .. ..  | .. | .. | .. | 13    | 3   | 13    | 9   |

The above shows an improvement of 18 inches on the average of the two years, but it was in fact greater, for although March and April compare disadvantageously with the corresponding months of the previous year, the minima of 13·6 and 14·3 were very temporary, and the lighterage of steamers downwards was much less frequent than in 1873.

## FREIGHTS.

The rates obtained by ships seeking freight in the Danube during the year were as follows:—

|   | Per Imperial Quarter.                      |                |                            |                     |
|---|--|----------------|----------------------------|---------------------|
|   | To the United Kingdom<br>or the Continent. |                | To the Me-<br>diterranean. | To the<br>Adriatic. |
|   | Steamers.                                  | Sailing Ships. | Steamers.                  | Steamers.           |
|   | <i>s. d.</i>                               | <i>s. d.</i>   | <i>s. d.</i>               | <i>s. d.</i>        |
| From Galatz or Braila :                     |  |                |                            |                     |
| During the first six months of<br>the year— |  |                |                            |                     |
| Lowest .. .. .                              | 6 3  | 5 9            | 5 3                        | 5 3                 |
| Average .. .. .                             | 7 3  | 6 0            | 5 9                        | 5 9                 |
| Highest .. .. .                             | 7 6  | 6 0            | 6 3                        | 6 3                 |
| During the last six months—                 |  |                |                            |                     |
| Lowest .. .. .                              | 5 0  | 5 0            | 4 6                        | 5 0                 |
| Average .. .. .                             | 6 6  | 6 0            | 5 3                        | 5 3                 |
| Highest .. .. .                             | 7 9  | 7 6            | 5 6                        | 5 6                 |
| From Sulina :                               |  |                |                            |                     |
| During the first six months—                |  |                |                            |                     |
| Lowest .. .. .                              | 5 6  | 4 6            | 4 3                        | 4 3                 |
| Average .. .. .                             | 5 9  | 4 6            | 4 4                        | 4 6                 |
| Highest .. .. .                             | 6 3  | 4 9            | 4 6                        | 4 6                 |
| During the last six months—                 |  |                |                            |                     |
| Lowest .. .. .                              | 4 0  | 4 0            | 4 0                        | ..                  |
| Average .. .. .                             | 5 6  | 5 6            | 4 0                        | ..                  |
| Highest .. .. .                             | 6 6  | 6 0            | 4 0                        | ..                  |

Compared with last year, the above rates were higher during the first corresponding six months and lower during the last. An abundance of disposable steamers in the autumn brought down freights more than was expected, and steamers chartered in summer to arrive in the autumn obtained for August, loading at Galatz or Braila, from 7*s.* to 7*s.* 6*d.*; for September, 8*s.* 6*d.* to 9*s.*; and October, 9*s.* to 9*s.* 6*d.*; or 2*s.* more than those chartered on the spot. Merchants at the end of the year were, therefore, not disposed to secure freight for the coming spring, and owners for the same reason are not encouraged to send their ships to the Danube unchartered.

The rates of freight by schlepps, or iron barges, from Galatz or Braila to Sulina varied between 7*d.* and 1*s.* per quarter, the average being 8*d.* or 9*d.* In May they were between 7*d.* and 8*d.*, and reached 10*d.*, 11*d.* and 1*s.* only during the last month of navigation.

## EXPORTS.

The exports by sea from the ports of Roumania from Braila downwards during the year 1874, were as follows:—

| Articles.          |          | Braila.   | Galatz. | Reni.  | Ismail. |
|--------------------|----------|-----------|---------|--------|---------|
| Wheat .. ..        | Imp. Qr. | 565,141   | 330,851 | 38,523 | 80,454  |
| Barley .. ..       | "        | 1,120,495 | 283,215 | ..     | 15,376  |
| Oats .. ..         | "        | 120,176   | 90,144  | ..     | ..      |
| Rye .. ..          | "        | 23,326    | 185,765 | ..     | 836     |
| Indian corn .. ..  | "        | 470,391   | 290,022 | ..     | ..      |
| Colza .. ..        | "        | 33,372    | 19,510  | ..     | ..      |
| Millet .. ..       | "        | 744       | ..      | ..     | ..      |
| Linseed .. ..      | "        | 1,663     | 1,734   | ..     | ..      |
| Beans .. ..        | "        | 949       | 1,830   | 136    | ..      |
| Flour .. ..        | Cwt. ..  | 79,061    | 56,663  | 638    | 1,877   |
| Petroleum .. ..    | " ..     | 53,548    | 2,410   | ..     | ..      |
| Cheese .. ..       | " ..     | 5,604     | 2,066   | ..     | ..      |
| Tallow .. ..       | " ..     | 1,723     | ..      | ..     | ..      |
| Bran .. ..         | " ..     | 2,826     | ..      | ..     | ..      |
| Cattle bones .. .. | Tons ..  | 817       | 585     | ..     | ..      |
| Rags .. ..         | Cwt. ..  | 1,293     | 1,141   | ..     | ..      |
| Ox hides .. ..     | Pieces.. | 1,637     | 10,688  | ..     | ..      |
| Horse hides .. ..  | " ..     | ..        | 11      | ..     | ..      |
| Wool .. ..         | Cwt. ..  | 1,544     | 2,722   | ..     | 4,487   |
| Sheep skins .. ..  | Pieces.. | 2,400     | ..      | ..     | ..      |
| Oxen .. ..         | Heads..  | ..        | 600     | ..     | ..      |
| Sheep .. ..        | " ..     | 1,700     | 750     | ..     | ..      |
| Horses .. ..       | " ..     | ..        | 11      | ..     | ..      |
| Fir timber .. ..   | Rafts .. | ..        | 15      | ..     | ..      |
| Deal planks .. ..  | Pieces.. | ..        | 597,294 | ..     | ..      |
| Oak sleepers .. .. | " ..     | ..        | 3,653   | ..     | ..      |
| Staves .. ..       | " ..     | ..        | 3,365   | ..     | ..      |

Compared with last year the difference is as follows:—

| Articles.          |            | 1873.     | 1874.     | Increase. | Decrease. |
|--------------------|------------|-----------|-----------|-----------|-----------|
| Wheat .. ..        | Impl. Qrs. | 968,942   | 1,014,969 | 46,027    | ..        |
| Barley .. ..       | "          | 1,225,283 | 1,419,086 | 193,803   | ..        |
| Oats .. ..         | "          | 91,841    | 210,320   | 118,479   | ..        |
| Rye .. ..          | "          | 58,981    | 109,927   | 50,946    | ..        |
| Indian Corn .. ..  | "          | 1,067,649 | 760,413   | ..        | 307,236   |
| Colza .. ..        | "          | 213,317   | 52,882    | ..        | 160,435   |
| Millet .. ..       | "          | 4,502     | 744       | ..        | 3,758     |
| Linseed.. ..       | "          | 5,231     | 3,397     | ..        | 1,834     |
| Beans .. ..        | "          | 3,255     | 2,915     | ..        | 340       |
| Flour .. ..        | Cwts.      | 56,400    | 138,239   | 81,839    | ..        |
| Petroleum .. ..    | "          | 41,189    | 55,958    | 14,769    | ..        |
| Cheese .. ..       | "          | 4,937     | 7,670     | 2,733     | ..        |
| Tallow .. ..       | "          | 96        | 1,723     | 1,627     | ..        |
| Ox hides .. ..     | Pieces ..  | 4,467     | 12,325    | 7,858     | ..        |
| Wool .. ..         | Cwts.      | 6,121     | 8,753     | 2,632     | ..        |
| Cattle bones .. .. | Tons ..    | ..        | 1,402     | 1,402     | ..        |
| Oxen .. ..         | Heads ..   | ..        | 600       | 600       | ..        |
| Sheep .. ..        | " ..       | ..        | 750       | 750       | ..        |
| Fir timber .. ..   | Rafts ..   | 8         | 15        | 7         | ..        |
| Deal planks .. ..  | Pieces ..  | 774,700   | 596,894   | ..        | 177,806   |
| Oak sleepers .. .. | " ..       | ..        | 3,653     | 3,653     | ..        |
| Staves .. ..       | " ..       | 39,000    | 3,365     | ..        | 35,635    |



The grain crops of 1874 were, on the whole, not quite so abundant as in 1873; the export of cereals in 1873 being 3,639,001 quarters, against 3,574,653 quarters in 1874, a difference of only 64,348 quarters, or about  $1\frac{1}{2}$  per cent. The relative quantities of each article, however, varied very considerably. Whilst barley, oats, and rye were favoured by the weather, Indian corn suffered much; a succession of bad crops has reduced the export of this grain to one-third of what it was in 1869 and 1870. Wheat, though showing an increase over last year, is still under the average. In the less important articles there is a general increase. A large steam flour mill at Galatz was entirely rebuilt and remodelled a few years ago and has begun to send its produce abroad in continually increasing quantities. There is another still larger mill and of longer standing at Braila, so the export of flour promises to increase.

Trade, generally, was depressed throughout the year; contracts for delivery abroad were made at comparatively high prices, whilst the pretensions of the holders of grain were higher still, and prices in Europe falling, many shipments were made at a loss.

The prices of the principal articles of export, free on board, were as follows:—

| Year 1874. | Per Imperial Quarter. |              |         |         |         |  |
|------------|-----------------------|--------------|---------|---------|---------|--|
|            | Wheat.                | Indian Corn. | Rye.    | Barley. | Oats.   |  |
|            | £ s. d.               | £ s. d.      | £ s. d. | £ s. d. | £ s. d. |  |
| January—   |                       |              |         |         |         |  |
| Lowest ..  | 1 10 5                | 1 9 0        | 0 19 4  | 1 0 9   | 0 17 0  |  |
| Highest .. | 2 16 8                | 1 11 0       | 1 0 9   | 1 2 9   | 0 18 5  |  |
| February—  |                       |              |         |         |         |  |
| Lowest ..  | 1 9 0                 | 1 8 8        | 0 19 4  | 1 2 1   | 0 18 5  |  |
| Highest .. | 2 8 4                 | 1 10 3       | 1 0 9   | 1 3 6   | 0 19 9  |  |
| March—     |                       |              |         |         |         |  |
| Lowest ..  | 1 9 8                 | 1 9 0        | 0 19 4  | 1 1 0   | 0 17 0  |  |
| Highest .. | 2 7 0                 | 1 9 8        | 1 0 9   | 1 1 1   | 0 19 9  |  |
| April—     |                       |              |         |         |         |  |
| Lowest ..  | 1 9 8                 | 1 9 0        | 1 0 1   | 1 0 9   | 0 17 11 |  |
| Highest .. | 2 7 7                 | 1 10 3       | 1 0 9   | 1 1 0   | 0 19 9  |  |
| May—       |                       |              |         |         |         |  |
| Lowest ..  | 1 9 0                 | 1 8 5        | 1 0 1   | 1 0 9   | 0 18 5  |  |
| Highest .. | 2 4 4                 | 1 10 3       | 1 0 9   | 1 2 9   | 0 19 9  |  |
| June—      |                       |              |         |         |         |  |
| Lowest ..  | 1 7 8                 | 1 9 0        | 1 0 1   | 1 0 9   | 0 17 11 |  |
| Highest .. | 2 1 6                 | 1 10 9       | 1 0 9   | 1 1 9   | 0 18 5  |  |
| July—      |                       |              |         |         |         |  |
| Lowest ..  | 1 7 8                 | 1 9 0        | 0 19 4  | 1 0 9   | 0 17 0  |  |
| Highest .. | 1 18 8                | 1 10 3       | 1 0 9   | 1 2 1   | 0 18 5  |  |
| August—    |                       |              |         |         |         |  |
| Lowest ..  | 1 7 8                 | 1 9 0        | 1 0 1   | 1 0 9   | 0 17 0  |  |
| Highest .. | 2 0 1                 | 1 9 3        | 1 0 9   | 1 2 1   | 0 18 5  |  |
| September— |                       |              |         |         |         |  |
| Lowest ..  | 1 6 3                 | 1 8 8        | 1 0 1   | 1 0 1   | 0 17 11 |  |
| Highest .. | 1 13 9                | 1 11 0       | 1 0 9   | 1 1 4   | 0 19 0  |  |
| October—   |                       |              |         |         |         |  |
| Lowest ..  | 1 4 11                | 1 9 0        | 1 0 1   | 1 0 9   | 0 17 0  |  |
| Highest .. | 1 13 2                | 1 10 3       | 1 0 9   | 1 2 9   | 0 19 9  |  |
| November—  |                       |              |         |         |         |  |
| Lowest ..  | 1 4 11                | 1 9 0        | 1 0 1   | 1 0 1   | 0 17 0  |  |
| Highest .. | 1 14 7                | 1 10 3       | 1 0 9   | 1 2 9   | 0 19 9  |  |
| December—  |                       |              |         |         |         |  |
| Lowest ..  | 1 4 11                | 1 9 0        | 1 0 1   | 1 0 1   | 0 17 0  |  |
| Highest .. | 1 14 7                | 1 10 3       | 1 0 9   | 1 2 1   | 0 19 9  |  |

Millet averaged between 21s. and 22s. 4d., kidney beans between 32s. and 36s. The contract price for delivery of linseed was between 42s. and 48s. Colza has been quoted between 42s. and 46s., the true value of this article, free on board, depends, however, on the proportion of wild rape with which it may be mixed on shipment, the wild seed being worth from 18s. to 20s. per quarter.

The local river trade is not taken into account in this return, partly on account of its comparative insignificance, but principally by reason of the difficulty there is in obtaining reliable statistics.

The value of the exports already detailed, that is to say, of the exports down river to countries beyond the Black Sea and the Bosphorus, is estimated at a fair average of prices to be as follows:—

|                                    |    |    |    |           |    | £         |
|------------------------------------|----|----|----|-----------|----|-----------|
| Exports from Braila                | .. | .. | .. | ..        | .. | 3,135,076 |
| „ Galatz                           | .. | .. | .. | ..        | .. | 1,660,401 |
| „ Reni                             | .. | .. | .. | ..        | .. | 66,171    |
| „ Ismail                           | .. | .. | .. | ..        | .. | 173,808   |
| Total .. .. .                      |    |    |    |           |    | 5,035,456 |
|                                    |    |    |    |           |    | £         |
| Value exported by foreign shipping | .. | .. | .. | ..        | .. | 2,746,556 |
| By British ships—                  |    |    |    |           |    |           |
| From up-river ports                | .. | .. | .. | 1,255,725 |    |           |
| Loaded at Sulina                   | .. | .. | .. | 1,033,175 |    |           |
|                                    |    |    |    |           |    | <hr/>     |
|                                    |    |    |    |           |    | 2,288,900 |
|                                    |    |    |    |           |    | <hr/>     |
|                                    |    |    |    |           |    | 5,035,456 |

It would be interesting to know precisely the destination of these exports, but grain-laden ships, as a rule, are bound to a port of call for orders, and at the time of their clearance outwards, whatever their officially declared destination may be, it really is unknown. At a rough estimate, half, at least, of the British tonnage went to the United Kingdom, the rest was engaged in the indirect trade with France, Italy, Austria, Belgium, and Holland. The only correct account of the imports from the Danube into Great Britain is to be found in the returns sent to the Board of Trade from the ports of the United Kingdom.

It is very commonly asserted in this country that the dues levied by the European Danube Commission constitute a heavy charge upon the produce of Roumania exported by sea; it may be useful, therefore, to examine how far this assertion is true. From the printed statistics of the Commission, it appears that the total amount of dues levied in the year 1874 was 1,356,075 fr., including pilotage and lights. Deducting the dues levied on imports, 108,286 fr. 43 c., and leaving out fines and penalties and the dues upon ships which merely called at Sulina, the net amount charged upon exports from the up-river is 1,240,502 fr. 77 c. The total register tonnage outwards, exclusive of the purely local Sulina navigation, is 494,474 tons. Supposing all this tonnage to have been corn-laden, and calculating 8 imperial quarters to the ton, the Commission dues will be found to amount to 31.35 c., or a fraction over 3d. per imperial quarter indiscriminately upon all kinds of grain.

Taking now the actual quantity of grain of all sorts exported from Roumania by sea, viz., 3,439,328 quarters, valued at 4,567,724*l.*, the mean value of one imperial quarter would be 1*l.* 6s. 6¾*d.*, and 3*d.* thereon is as nearly as possible 1 per cent. Therefore, the real charge which the European Danube Commission dues imposes on the Roumanian exports is not more than 3*d.* per imperial quarter, or 1 per cent. ad valorem.

The gross receipts of the European Danube Commission in 1874, were (exclusive of 2,475 fr. for fines) 1,353,600 fr., the amount paid by British shipping was 691,766 fr. 95 c., or more than one-half; the remainder, 661,833 fr. 5 c., was paid by foreign ships in the following proportions, viz.:—

|                                   | Fr.     | c. |
|-----------------------------------|---------|----|
| By Greek shipping .. .. .         | 201,557 | 75 |
| Austro-Hungarian .. .. .          | 151,789 | 87 |
| Italian .. .. .                   | 95,190  | 65 |
| Ottoman .. .. .                   | 57,667  | 05 |
| French .. .. .                    | 49,166  | 38 |
| Russian .. .. .                   | 42,966  | 72 |
| Norwegian and Swedish .. .. .     | 17,569  | 10 |
| Belgian .. .. .                   | 15,948  | 48 |
| German .. .. .                    | 14,556  | 00 |
| Roumanian .. .. .                 | 9,689   | 05 |
| Sundry rafts and lighters .. .. . | 5,732   | 00 |
| Total .. .. .                     | 661,833 | 05 |

#### IMPORTS.

The want of positive information and reliable official statistics concerning imports, makes it difficult to give as satisfactory an account of the import trade as might be expected. The authorities have ample means of collecting and drawing up correct official returns; detailed copies of ships' manifests are furnished to the harbour masters, and no goods can be removed from the quays without a permit from the farmers of the municipal dues, nor can any goods leave the town without payment of the customs' duty. So there are three public offices in which imported goods are supposed to be registered with all particulars, yet such is the carelessness and want of intelligence prevailing in these offices, that no reliance whatever can be placed on the returns they forward to the Government, and which are elaborately worked up at Bucharest, and sometimes published years after date.

In the report from this consulate for the year 1873, it was stated that the imports for that year would show an increase over 1872, though the reverse had been anticipated. It is now found that the apprehensions originally entertained were correct, the imports at Galatz in 1873 showing a decrease of 331,283*l.* over 1872. The exports from Great Britain, however, were evidently not affected in that way, the Board of Trade returns having shown that the exports of British produce and manufactures to this country in 1873, exceeded those of the previous year.

In 1874, there was an improvement which is principally owing to larger business with France and Germany, British trade remaining about the same.

## IMPORTS at Galatz during the years 1873 and 1874.

| Articles.  | 1873.   | 1874.   |
|--|---------|---------|
|  | £       | £       |
| Building and paving materials, stone lava, bricks,<br>lime, cement, asphalt, &c. . . . . | 52,668  | 123,600 |
| Carriages, wheeled . . . . .   | 2,480   | 2,840   |
| China, earthenware, and pottery . . . . .  | 12,064  | 11,608  |
| Clothing and haberdashery . . . . .  | 66,792  | 68,076  |
| Colonial goods—  |         |         |
| Coffee . . . . .   | 47,468  | 49,200  |
| Sugar . . . . .  | 52,000  | 84,072  |
| Tobacco . . . . .  | 26,400  | 19,200  |
| Tea . . . . .  | 6,400   | 5,840   |
| Spices . . . . .   | 13,964  | 15,280  |
| Pepper . . . . .   | 3,608   | 3,384   |
| Drugs and chemicals . . . . .  | 38,559  | 40,388  |
| Dyes and colours . . . . .   | 7,040   | 6,572   |
| Fruit—   |         |         |
| Oranges, lemons, and figs . . . . .  | 33,080  | 36,400  |
| Other kinds . . . . .  | 14,869  | 15,190  |
| Candied and preserved . . . . .  | 2,000   | 2,176   |
| Fuel—  |         |         |
| Coal . . . . .   | 123,200 | 92,960  |
| Firewood . . . . .   | 6,112   | 5,320   |
| Charcoal . . . . .   | 4,640   | 6,160   |
| Glass—   |         |         |
| Bottles and demijohns . . . . .  | 1,804   | 2,216   |
| Window glass . . . . .   | 8,579   | 16,676  |
| Glassware . . . . .  | 4,881   | 4,700   |
| Horses . . . . .   | 680     | 480     |
| Leather . . . . .  | 20,800  | 18,320  |
| Metals, in bars, sheets, plates, pigs, wire, &c.—  |         |         |
| Iron . . . . .   | 68,000  | 86,400  |
| Copper . . . . .   | 13,600  | 11,600  |
| Tinned plates . . . . .  | 13,200  | 18,400  |
| Wire . . . . .   | 8,800   | 7,600   |
| Lead . . . . .   | 1,773   | 3,280   |
| Zinc . . . . .   | 1,652   | 2,720   |
| Steel . . . . .  | 248     | 1,920   |
| Pewter . . . . .   | 824     | 1,440   |
| Metals, wrought—   |         |         |
| Iron nails . . . . .   | 18,760  | 26,820  |
| Rails and wheels . . . . .   | 12,800  | ..      |
| Iron pipes . . . . .   | ..      | 15,020  |
| Chain cables . . . . .   | 560     | 704     |
| Steam boilers . . . . .  | ..      | 1,520   |
| Small shot . . . . .   | ..      | 3,280   |
| Metals, manufactured—  |         |         |
| Hardware . . . . .   | 34,680  | 45,596  |
| Iron bedsteads . . . . .   | ..      | 480     |
| „ stoves . . . . .   | 496     | 448     |
| „ safes . . . . .  | 280     | 160     |
| Firearms . . . . .   | 1,156   | 1,748   |
| Lamps . . . . .  | 232     | 568     |
| Pumps . . . . .  | 323     | 152     |
| Steam engines . . . . .  | 13,680  | 11,840  |
| Agricultural machinery and implements . . . . .  | 32,840  | 32,760  |
| Musical instruments . . . . .  | 1,040   | 720     |
| Oils—  |         |         |
| Olive . . . . .  | 75,389  | 67,440  |
| Petroleum, refined . . . . .   | 2,400   | 2,320   |
| Colza . . . . .  | ..      | 1,120   |
| Fish oil . . . . .   | 528     | 272     |

| Articles.                              | 1878.     | 1874.     |
|--|-----------|-----------|
|  | £         | £         |
| Provisions and groceries—              |           |           |
| Butter .. .. .                         | 2,258     | 1,548     |
| Candles .. .. .                        | 29,896    | 38,880    |
| Caviar, black.. .. .                   | 72,160    | 79,200    |
| „ red .. .. .                          | 3,296     | 3,612     |
| Cheese .. .. .                         | 2,736     | 2,280     |
| Fish, dried, salt, and in oil .. .. .  | 7,362     | 7,212     |
| Flour, fine .. .. .                    | 1,040     | 760       |
| Maccaroni .. .. .                      | ..        | 2,000     |
| Rice .. .. .                           | 44,000    | 39,200    |
| Soap .. .. .                           | 27,600    | 23,600    |
| Starch.. .. .                          | 1,072     | 1,692     |
| Sweetmeats .. .. .                     | 2,456     | 2,240     |
| Various kinds .. .. .                  | 377       | 724       |
| Ships' stores—                         |           |           |
| Cordage .. .. .                        | 12,225    | 7,548     |
| Pitch and tar.. .. .                   | 6,572     | 5,380     |
| Tallow .. .. .                         | 5,208     | 6,920     |
| Textile fabrics—                       |           |           |
| Linen .. .. .                          | ..        | 2,100     |
| Cotton and woollen goods .. .. .       | 346,824   | 426,400   |
| Sacks .. .. .                          | 12,640    | 18,000    |
| Carpets .. .. .                        | 5,080     | 2,960     |
| Watches, clocks, and jewellery .. .. . | 15,680    | 29,600    |
| Stationery .. .. .                     | 12,120    | 12,132    |
| Wines, spirits, and beer—              |           |           |
| Wines.. .. .                           | 5,600     | 5,120     |
| Rum .. .. .                            | 20,480    | 10,960    |
| Spirits .. .. .                        | 31,357    | 8,992     |
| „ sweetened .. .. .                    | 5,200     | 2,564     |
| Beer .. .. .                           | 3,680     | 4,184     |
| Wood and woodwork—                     |           |           |
| Furniture .. .. .                      | 9,704     | 9,288     |
| Woodwork .. .. .                       | 520       | ..        |
| Chairs.. .. .                          | 896       | 1,552     |
| Furniture wood .. .. .                 | 232       | 180       |
| Miscellaneous .. .. .                  | 38,476    | 44,612    |
| Total .. .. .                          | 1,580,101 | 1,778,426 |

The imports at Braila are at least equal in value to those of Galatz; the trade at these two ports thus exceeds 3,500,000*l.*, of which about one half consists of exports from Great Britain. The direct import trade at the other ports in this district is insignificant, those places being supplied from Galatz.

In 1874, however, the Government of Roumania, passed a very comprehensive customs' law, which directly emancipates this country from subjection to Turkish commercial treaties and tariffs, and, consequently, from all international obligations in the matter of trade and commerce by which, as a dependency of the Porte, Roumania is naturally bound. The position is anomalous, and the question whether this country has the right to act independently of her suzerain, and to conclude commercial conventions with foreign States, now occupies the attention of the guaranteeing powers. The subject is of considerable importance under every aspect, but whilst it is being considered, it would be premature to speculate on the effect which so radical a change in the commercial relations between Roumania and foreign countries would produce.



The same law abolishes the freedom of the ports of Galatz, Braila, and Ismail, and provides for the establishment at those ports, at Giurgevo and at Turno Severin, of entrepôts, where goods may be stored without payment of duty until re-exported or entered for consumption. It is supposed that a considerable amount of revenue is lost to the State by the system of free ports, and there can be little doubt of the fact, it being difficult to prevent the smuggling of goods out of the towns. At the same time, it is intended to give honest traders all the facilities they now possess, and others besides; this would be effected by the entrepôts which are to be built on the river-side in communication with the railways, and are to possess every convenience for the landing, shipment, and storage of every kind of goods. If these entrepôts be established on the proposed footing, and especially if they be properly managed, the arrangement might be more convenient than it is now; but the magnitude and expense of the buildings it will be necessary to erect and the organization of the establishment requires more time for completion than the law allowed. The term originally fixed for the abolition of the free ports was the 1st of January, 1876, this has been prolonged to the 1st of January, 1878, and it would be hazardous to calculate on that being definitive. The towns of Galatz and Braila are naturally very much opposed to the change, and they strive by all means to retain their privileges; it remains, therefore, to be seen whether the interval of respite will not give them an opportunity of attaining their object.

Galatz, June 15, 1875.

## INEBOLI.

*Report by Vice-Consul Velasti on the Trade and Commerce of Ineboli  
for the Year 1874.*

IMPORTS and Exports between Ineboli and the United Kingdom  
during 1874.

## IMPORTS.

| Description of Merchandize.  | Bales, &c. | Value.    |
|------------------------------|------------|-----------|
|                              |            | Francs.   |
| Manufactured goods .. .. .   | 2,500      | 2,250,000 |
| Colonial produce .. .. .     | 600        | 450,000   |
| Drugs, dyes .. .. .          | 100        | 130,000   |
| Iron in bars .. .. .         | 20,000     | 200,000   |
| Articles not classed .. .. . | 350        | 350,000   |
| Tin, ammonia .. .. .         | 130        | 29,900    |
| Steel .. .. .                | 312        | 7,800     |

## EXPORTS.

| Description of Merchandize.         | Bales, &c. | Value.    |
|-------------------------------------|------------|-----------|
|                                     |            | Francs.   |
| Tiftik (Angora goat's wool) .. .. . | 6,500      | 3,900,000 |
| Tragacanth, gum .. .. .             | 57         | 27,930    |
| Yellow seed, gall .. .. .           | 714        | 99,000    |
| Hemp .. .. .                        | 250        | 14,000    |
| Scammony .. .. .                    | 15         | 31,500    |
| Chrome .. .. .                      | 54         | 8,100     |
| Angora goat skins .. .. .           | 25         | 12,500    |



*Prices current.*—The average prices current of articles of exportation which ruled during the year have been as follows:—

|                 | Piastres.   |                | s. | d. |
|-----------------|---|----------------|----|----|
| Wheat ..        | at 23 per kilo. of Constantinople, equal to 1 bushel .. |                | 3  | 7  |
| Barley ..       | 12½ "   | " " " "        | 2  | 0  |
| Maize ..        | 16 "  | " " " "        | 2  | 6  |
| Sesame ..       | 3 per oke   | " " 2¾ lbs. .. | 0  | 7  |
| Olive oil ..    | 4½ "  | " " " "        | 0  | 9  |
| Cotton ..       | 8 "   | " " " "        | 1  | 3  |
| Wool ..         | 7 "   | " " " "        | 1  | 1  |
| Soap ..         | 6 "   | " " " "        | 0  | 11 |
| Coloquintida .. | 6 "   | " " " "        | 0  | 11 |
| Hides ..        | 7½ "  | " " " "        | 1  | 2  |
| Bones ..        | 100 per quintal   | " " 82 lbs. .. | 15 | 7  |
| Oranges ..      | 120 per 1,000 ..  | " " " "        | 17 | 2  |
| Vegetables ..   | 1½ per oke, equal to 2¾ lbs. ..                         | " " " "        | 0  | 3  |
| Rags ..         | 1¼ "  | " " " "        | 0  | 2½ |
| Mats ..         | 10 each ..  | " " " "        | 1  | 7  |

The rate of exchange has been 128 pias. per £ sterling.

*Importation.*—The following table shows the imports for the town of Jaffa and for the interior of Palestine, of which Jaffa is the port:—

| Names of Articles.  | Foreign Weights and Measures. | From the United Kingdom. |           | From Europe. |           | From Turkey, Egypt, and Syria. |           | Total.                        |                               |                |              |
|---------------------|-------------------------------|--------------------------|-----------|--------------|-----------|--------------------------------|-----------|-------------------------------|-------------------------------|----------------|--------------|
|                     |                               | Quantities.              | Value.    | Quantities.  | Value.    | Quantities.                    | Value.    | Quantities.                   |                               | Value.         |              |
|                     |                               |                          |           |              |           |                                |           | Foreign Weights and Measures. | English Weights and Measures. |                |              |
|                     |                               |                          | Piastres. |              | Piastres. |                                | Piastres. |                               | Foreign Money.                | English Money. |              |
| Rice ...            | Oke                           | 320,000                  | 960,000   | 480,000      | 1,200,000 | 450,000                        | 1,237,500 | 1,250,000                     | Lbs.                          | 3,397,500      | 26,542 19 4  |
| Sugar ...           | "                             | "                        | "         | 400,000      | 2,400,000 | 160,000                        | 3,200,000 | 400,000                       | "                             | 2,400,000      | 18,750 0 0   |
| Coffee ...          | "                             | "                        | "         | 40,000       | 720,000   | "                              | "         | 200,000                       | "                             | 3,920,000      | 30,625 0 0   |
| Petroleum ...       | "                             | "                        | "         | 3,000        | 210,000   | "                              | "         | 3,000                         | Boxes                         | 210,000        | 1,640 12 6   |
| Cotton manufactures | Lbs.                          | 280,000                  | 2,240,000 | "            | "         | "                              | "         | 280,000                       | Lbs.                          | 2,240,000      | 17,500 0 0   |
| Cloth, fine ...     | Pikes                         | "                        | "         | 2,000        | 100,000   | "                              | "         | 2,000                         | Yards                         | 100,000        | 781 5 0      |
| " ordinary          | "                             | "                        | "         | 6,500        | 195,000   | "                              | "         | 6,500                         | "                             | 195,000        | 1,523 8 9    |
| Cyprus wines        | "                             | "                        | "         | "            | "         | 120,000                        | 360,000   | 120,000                       | Lbs.                          | 360,000        | 2,812 10 0   |
| French "            | Oke                           | "                        | "         | 14,200       | 213,000   | "                              | "         | 14,200                        | Bottles                       | 213,000        | 1,664 1 3    |
| " "                 | Bottles                       | "                        | "         | 45,000       | 540,000   | 250,000                        | 1,000,000 | 295,000                       | Pieces                        | 1,540,000      | 12,031 5 0   |
| Timber              | Pieces                        | "                        | "         | "            | "         | "                              | "         | "                             | "                             | 14,575,500     | 113,871 1 10 |
| Total               |                               |                          | 880       | "            | "         | "                              | "         | "                             | "                             |                |              |



*Prices current.*—The average prices current of articles of importation ruling during the year have been as follows :—

|                                    |    | Piastres.                                     | s. | d.             |
|------------------------------------|----|---|----|----------------|
| Rice from Genova..                 | .. | .. at 3 per oke, equal to $2\frac{3}{4}$ lbs. | 0  | 6              |
| " " British colonies               | .. | $2\frac{1}{2}$ " "                            | 0  | 5              |
| " " Egypt ..                       | .. | $2\frac{1}{2}$ " "                            | 0  | $5\frac{1}{2}$ |
| Coffee " Rio ..                    | .. | 18 " "  | 2  | 10             |
| " " Mocha ..                       | .. | 20 " "  | 3  | 2              |
| Petroleum ..                       | .. | 70 per box of 20 gallons                      | 11 | 0              |
| Sugar ..                           | .. | 6 per oke, equal to $2\frac{3}{4}$ lbs.       | 0  | 11             |
| Calico and English cotton cloths.. | .. | 8 per lb.                                     | 1  | 3              |
| Cloth, fine ..                     | .. | 50 per pike, equal to $\frac{2}{3}$ yard      | 7  | 10             |
| " ordinary ..                      | .. | 30 " "  | 4  | 8              |
| Cyprus wines ..                    | .. | 3 per oke, equal to $2\frac{3}{4}$ lbs        | 0  | 6              |
| French " ..                        | .. | 15 per bottle ..                              | 2  | 4              |
| Timber ..                          | .. | 12 per piece ..                               | 1  | 10             |
| Planks ..                          | .. | 4 " "   | 0  | 8              |

## SHIPPING AND NAVIGATION.

The following table shows the movement of steam and sailing vessels in the port of Jaffa :—

## SAILING Vessels.

## ENTERED.

| Nationality.   | Number of Vessels. | Tonnage. | Whether with Cargoes or in Ballast. | Value of Cargoes. |
|----------------|--------------------|----------|-------------------------------------|-------------------|
| British .. ..  | 2                  | 647      | 1 in ballast ..                     | £ ..              |
| French .. ..   | 2                  | 254      | 1 with cargo ..                     | 2,000             |
| Austrian .. .. | 3                  | 798      | With cargoes ..                     | 3,200             |
| Italian .. ..  | 5                  | 1,133    | In ballast ..                       | ..                |
| Greek .. ..    | 7                  | 645      | 5 in ballast ..                     | ..                |
| Turkish .. ..  | 12                 | 974      | 2 with cargoes ..                   | 550               |
|                |                    |          | 8 in ballast ..                     | ..                |
|                |                    |          | 4 with cargoes ..                   | 620               |
| Total .. ..    | 31                 | 4,451    | ..                                  | 6,370             |

## CLEARED.

| Nationality. | Number of Vessels. | Tonnage. | Whether with Cargoes or in Ballast. | Value of Cargoes. | Destination.        |
|--------------|--------------------|----------|-------------------------------------|-------------------|---------------------|
| British ..   | 2                  | 647      | 1 wrecked ..                        | £ ..              | Wrecked.            |
|              |                    |          | 1 with cargo ..                     | 700               | Turkey.             |
| French ..    | 2                  | 254      | 1 in ballast ..                     | ..                | "                   |
|              |                    |          | 1 with cargo ..                     | 1,850             | France.             |
| Austrian ..  | 3                  | 798      | With cargoes ..                     | 6,750             | England and France. |
| Italian ..   | 5                  | 1,133    | 3 in ballast ..                     | ..                | Turkey.             |
|              |                    |          | 2 with cargoes ..                   | 4,500             | France.             |
| Greek ..     | 7                  | 645      | 4 in ballast ..                     | ..                | } Turkey.           |
|              |                    |          | 3 with cargoes ..                   | 2,250             |                     |
| Turkish ..   | 12                 | 974      | 5 in ballast ..                     | ..                |                     |
|              |                    |          | 7 with cargoes ..                   | 1,600             | "                   |
| Total ..     | 31                 | 4,451    | ..                                  | 17,650            |                     |

## STEAM Vessels.

## ENTERED.

| Nationality.                                   | Number of Vessels. | Tonnage. | Approximative Value of Cargoes. | Whence Arrived.  |
|--|--------------------|----------|---------------------------------|--|
|  |                    |          | £                               |  |
| French Company of Messageries Maritimes ... .. | 49                 | 49,102   | 44,500                          | Marseilles, Messina, Naples, Alexandria, Constantinople, Greece, Smyrna, Rhodes, and coast of Syria.<br>Trieste, Constantinople, Greece, Alexandria, Smyrna, Rhodes, Cyprus, Beyrout, and Caiffa.<br>Odessa, Constantinople, Greece, Alexandria, Smyrna, Rhodes, and coast of Syria.<br>Liverpool, Alexandria, and Beyrout.<br>Marseilles, Alexandria, and Beyrout.<br>Alexandria and Beyrout. |
| Austrian Lloyd's Company ... ..                | 54                 | 63,883   | 45,000                          |  |
| Russian Steam Navigation Company ...           | 49                 | 36,722   | 41,000                          |  |
| British ... ..                                 | 21                 | 10,415   | 12,000                          |  |
| French ... ..                                  | 5                  | 3,112    | 6,000                           |  |
| Turkish ... ..                                 | 6                  | 1,466    | 3,500                           |  |
| Total ... ..                                   | 184                | 164,700  | 152,000                         |  |

## CLEARED.

| Nationality.                                   | Number of Vessels. | Tonnage. | Approximative Value of Cargoes. | Destination.  |
|--|--------------------|----------|---------------------------------|---|
|  |                    |          | £                               |   |
| French Company of Messageries Maritimes ... .. | 49                 | 49,102   | 46,000                          | Same as whence arrived.<br><br>Beyrout, Alexandria, and Liverpool.<br>Beyrout, Alexandria, and Marseilles.<br>Beyrout and Alexandria. |
| Austrian Lloyd's Company ... ..                | 54                 | 63,883   | 47,500                          |   |
| Russian Steam Navigation Company ...           | 49                 | 36,722   | 44,500                          |   |
| British .. ..                                  | 21                 | 10,415   | 9,000                           |   |
| French ... ..                                  | 5                  | 3,112    | 28,000                          |   |
| Turkish ... ..                                 | 6                  | 1,466    | 5,000                           |   |
| Total ... ..                                   | 184                | 164,700  | 180,000                         |   |

## COASTING Trade.

| Nationality.   | Number of Sailing Vessels. | Tonnage. |
|----------------|----------------------------|----------|
| Turkish.. .. . | 1,293                      | 15,997   |

*Port.*—Jaffa has no port nor breakwater, but only an open roadstead, dangerous for ships and their cargoes.

*Lighthouse.*—There is a lighthouse erected at the western extremity of the town, showing a revolving white and red light. The light dues established are half a piastre,—say 1*d.* per ton.

## AGRICULTURE.

The principal crops are cereals, olives, sesame, cotton, oranges, and other fruits. The orange groves produce upwards of 32,000,000 of oranges annually.

The animals are camels, horses, mules, asses, sheep, goats, and oxen.

## POPULATION AND INDUSTRIES.

The population of Jaffa and its suburbs is estimated at about 12,000 inhabitants, divided as follows:—

|             |    |    |    |    |        |
|-------------|----|----|----|----|--------|
| Mohammedans | .. | .. | .. | .. | 7,500  |
| Christians  | .. | .. | .. | .. | 3,700  |
| Jews        | .. | .. | .. | .. | 800    |
|             |    |    |    |    | <hr/>  |
|             |    |    |    |    | 12,000 |

The industry consists in the manufacture of soap and sesame oil. There are no mines. The country people are occupied with agriculture and the citizens with trade. Wages are 1s. for a labourer, and 5s. for a master mason, &c.

## PUBLIC WORKS.

A carriageable road to Jerusalem was made some years ago by the local Turkish authorities, but, having been ill constructed, it is going to ruin. There is a telegraphic line established by the Ottoman Government, which traverses Turkey and Egypt. The projected construction of a railway from Jaffa to Jerusalem has come to nothing; yet the enterprize deserves to be considered for the facilities it would offer to commerce, passengers, and pilgrims. The same may be said of a port for Jaffa, to avoid the accidents and casualties which every year happen to ships and passengers.

Jaffa, April, 1875.

## LARISSA.

*Report by Vice-Consul Suter on the Trade of Thessaly during the Year 1874.*

THE abundant harvests in Europe precluded any active demand prevailing for cereals, which are the staple products of this district, and while that circumstance acted most unfavourably upon the export trade in restricting commercial operations, and in diminishing the gains of the agricultural and of the labouring classes, its influence similarly affected the trade in imports.

The French Government recently decided upon uniting its vice-consulates at Larissa and at Volo, and upon placing both under the direction of the occupant of the first-mentioned post. Owing to that officer having assumed his duties at Volo only a few days ago, it has been impossible to obtain the needful return of the French trade of the year, which will be forwarded hereafter as soon as procurable. Meanwhile, in furnishing the following—

## SUMMARY of the Total Navigation and Trade at the Port of Volo in the Year 1874.

| Flag.              | Number of Ships. |        |          |          |        |          | Estimated Total Value in Sterling of— |          |
|--------------------|------------------|--------|----------|----------|--------|----------|---------------------------------------|----------|
|                    | Entered.         |        |          | Cleared. |        |          | Imports.                              | Exports. |
|                    | Sailing.         | Steam. | Tonnage. | Sailing. | Steam. | Tonnage. |                                       |          |
| British ... ..     | 3                | ...    | 441      | 3        | ...    | 441      | £ 2,800                               | £ 2,150  |
| Austro-Hungary ... | 1                | 52     | 36,360   | 5        | 53     | 38,435   | 164,675                               | 190,815  |
| French ... ..      | ...              | 154    | 98,715   | ...      | 154    | 98,715   | 208,097                               | 408,659  |
| Hellenic ... ..    | 939              | ...    | 12,391   | 939      | ...    | 12,391   | 30,000                                | 52,000   |
| Italian ... ..     | 7                | ...    | 1,485    | 7        | ...    | 1,485    | ...                                   | 31,175   |
| Ottoman ... ..     | 1,249            | 1      | 12,308   | 1,249    | 1      | 12,308   | 21,000                                | 12,000   |
| Samian ... ..      | 11               | ...    | 140      | 11       | ...    | 140      | 270                                   | 1,200    |
| Total ... ..       | 2,210            | 207    | 161,840  | 2,214    | 208    | 163,915  | 426,842                               | 697,999  |

On comparing this abstract of the whole trade with that furnished for 1873, some increase is shown this year in the number and tonnage of shipping, and a small one, amounting to 2,953*l.*, in the value of the imports; while on the other hand, a decrease of 76,550*l.* is apparent in that of the export trade.

Considering the restricted, and, indeed, the all but total absence of any demand from abroad for cereals—the main products of the district, this decline was much less than had been anticipated, and its being so, is accepted here as evidence of the general healthy condition of all branches of the trade, and of their capability of improvement, and of steady increase, under more favourable circumstances in the future.

Two of the British ships noted came in ballast, and shipped full cargoes of chrome ore for Troon; the third brought a lading of petroleum from New York, and cleared empty for a Greek port to load with barley for England. Although less scope than usual was offered for activity in the carrying trade, no interruption occurred in the regular service of

the lines of French and Austro-Hungarian steamers frequenting Volo, and its steady remunerative character has at last attracted the attention of the Liverpool steamship companies which run vessels to the Levant, one of them having now determined to make an early trial to partake of its advantages by ordering periodical calls of its traders with the Black Sea. It is hoped this may induce a direct trade with England, which the native merchants declare a desire to open, if a regular intercourse be established with Volo.

In the average current market prices of principal imported articles, the only changes noteworthy are an advance in—

|            |    |    |    | From.   | To.              |
|------------|----|----|----|---------|------------------|
|            |    |    |    | £ s. d. | £ s. d.          |
| Tin plates | .. | .. | .. | 1 17 0  | 2 11 0 per case. |
| Cloves     | .. | .. | .. | 0 1 10  | 0 2 3 per lb.    |

Or fall in—

|           |    |    |    |        |                 |
|-----------|----|----|----|--------|-----------------|
| Coffee    | .. | .. | .. | 9 0 0  | 7 4 0 per cwt.  |
| Tin bars  | .. | .. | .. | 1 1 6  | 0 19 8 "        |
| Petroleum | .. | .. | .. | 0 15 6 | 0 14 0 per box. |

These are attributed to increased value in Europe and of consumption here of the first-mentioned, and to local over-stocks of the latter, other chief imports having undergone no variation in their average rates, often before recapitulated in my annual trade reports.

Agricultural results were not satisfactory in some parts of the district, in others they exceeded expectations, and as a whole, the harvest proved to be above an average, of good quality, and left only to regret that absence of demand from abroad deprived landowners and growers of means of disposal of the large stocks which now remain on hand invendible. The clip of sheep's wool gave a good return, and commanded usual prices, but in the fall of the year smallpox broke out, which being followed by a severe winter, caused great losses among the flocks, which afford very discouraging prospects for this product in next season. The produce of silk cocoons was of superior quality, and larger than usual; the depressed state of the French market, however, preventing the customary orders for supplies from this quarter, led to local speculation, which proved to be disastrous to all concerned. Autumnal products suffered severely from protracted drought, and from the same cause only a scanty vintage of indifferent quality was obtained. The crop of cotton resulted a failure, and turned out less than a fourth of the quantity produced the year before. In consequence of the restrictive effect of the regulations regarding tobacco, which for many years past has been diminishing its culture here as well as in every other part of the empire, very little was sown, and instead of 4,125,000 lbs. gathered in 1873, no more than 1,600,000 lbs. were grown this year. The fact seems to have startled the Government, inasmuch as it has now directed the suspension, for the present at least, of all the regulations which can tend to check or impede the cultivation of this article. The yield of the olive trees, the staple product in the sub-district of Volo, is abundant beyond precedent. The gathering commenced in November will be completed about the end of April, and after a reserve of both for local use, is calculated to leave 25,000 cwt. of salted olives, and 1,500,000 gallons of oil, as available for exportation.

The estimated approximate quantities of principal products in the year, and their average current market rates are as follows :—



|              |    |    |          | Quantities. | Prices. |
|--------------|----|----|----------|-------------|---------|
|              |    |    |          |             | £ s. d. |
| Wheat        | .. | .. | Quarters | 375,000     | 1 10 9  |
| Barley       | .. | .. | "        | 90,000      | 0 19 4  |
| Rye          | .. | .. | "        | 12,000      | 0 16 9  |
| Indian corn  | .. | .. | "        | 90,000      | 1 0 0   |
| Sesame seed  | .. | .. | "        | 12,500      | 2 13 6  |
| Sheep's wool | .. | .. | Lbs.     | 2,800,000   | 0 0 5½  |
| Silk cocoons | .. | .. | "        | 275,000     | 0 2 8   |
| Cotton wool  | .. | .. | "        | 270,000     | 0 0 6¼  |
| Tobacco      | .. | .. | "        | 1,600,000   | 0 0 5¾  |

Which are exclusive of large quantities of butter, cheese, various kinds of pulse, cattle, green and dried fruits, wine, sheep, goat, and lamb skins, charcoal, firewood, and other items. which feed an extensive coasting trade, and supply the markets of Greece, Egypt, Smyrna, Constantinople, and Salonica.

The Porte appears to have abandoned the idea which I mentioned before as having been entertained, of appropriating the chrome ore deposits discovered here, and has granted concessions of several to their respective finders. The increased production of that mineral elsewhere, and its depreciated value, discourages extended exportation, and besides the two cargoes noticed as having been shipped for England, only two others were sent to France.

I am glad to be able to state that the long complained of "Kara Ghimrook" tax was finally abolished in March last, and that its removal already has proved to be an infinite relief to the local industry and to the trade in general.

All offers made from foreign sources for the construction of railways in Thessaly, continue to be rejected at Constantinople; and while we are told constantly that the Porte itself contemplates carrying out that work, as well as that of completing a good carriage road between Larissa and Volo, and making others between the main points of traffic, nothing effective towards the accomplishment of either is done. In the summer, a few hundred yards of road from the main gate of Larissa as a specimen and commencement by a French engineer, who for months previous had been engaged to prepare the proposed carriage way, were constructed. It stopped there, however, without anything further being attempted, and as the engineer, after being kept idle since, has just been discharged, the probability seems that these long talked of projects are as far as ever from being realised. Facilities for transport, in the meantime, continue to be among the most serious wants of the country, in many parts of which communication was often impossible during the present winter owing to there being no roads.

The most important occurrence in the year connected with the general prosperity of Thessaly and of the trade, has been the successful completion by Mehemed Ali Pasha of the mission in which I announced in my last report his being engaged, for the extirpation of brigandage. The Pasha's able efforts, and those of the Hellenic border authorities, have, to all appearance, permanently crushed out this evil, and by restoring the district to a state of perfect security, which it is hoped will be enduring, have conferred the greatest of benefits upon its population and trade.

Larissa, March 31, 1875.

## LARNACA.

*Report by Acting Consul Riddell on the Trade and Commerce of  
Cyprus for the Year 1874.*

It has been remarked that "the year 1870 will long be remembered in Cyprus as one of severe distress." The year 1874 forms a happy contrast, and will be remembered as one of the greatest abundance within the memory of any living inhabitant. Generally all the crops of 1874 in this island have been abundant, whilst those of cereals have far surpassed the most sanguine computation. Both barley and wheat, especially the former, having met with an active demand for exportation, the produce has been turned into money as fast as it could be brought to market, and at more than the usual average prices for Cyprus grain. The annexed table shows that down to the end of the year there had been exported to Europe alone 48,000 quarters of wheat and 66,800 quarters of barley, besides considerable quantities, of which no correct estimate can be obtained, sent to Syria and Anatolia, and the year closed with large quantities of both wheat and barley still existing in the island for export thereafter. The average price paid for wheat may be estimated at 2*l.* 3*s.*, and of barley 1*l.* 1*s.* per imperial quarter, put free on board ship. A new and remarkable feature in the grain trade of Cyprus is the quantity of barley exported to England, carried there chiefly by steamers. Of the total quantity of barley exported to Europe to the end of 1874, estimated at 66,800 quarters, and valued at 70,350*l.*, no less than 41,300 quarters, valued at 43,365*l.*, were sent to England.

The winter and spring rains having been copious, and a larger breadth of land sown with grain, the next harvest is also expected to yield very abundantly; but, although more land has been put under cereal crops, a good portion of it having been in crop the previous year, the net yield will be probably little, if anything, in excess of the enormous outturn of last year. There is a great and increasing scarcity of field labourers, even at comparatively high wages; and there being also a very great want of animal power for agricultural purposes, much of the land put under crop has been insufficiently worked, which will affect the yield, and diminish the average quantity. With all these drawbacks, however, the harvest of 1875 can hardly fail to be a very abundant one, and will leave a large surplus quantity of grain available for exportation.

Contrary to the general expectation the cotton crop of 1874 has been a very indifferent one, the quantity small, and the quality inferior, except on some of the choicest watered and best cultivated lands. The reduced prices of raw cotton in the European markets, compared with what they were during the American Civil War, the difficulty of procuring sufficient "pickers" when the cotton grown from American seed arrives at maturity, and the deterioration in quality, partly from bad seed and careless cultivation, sufficiently account for the declining state into which this valuable textile has fallen in Cyprus; nor does there appear any reasonable ground of hope for future improvement. Much land upon which cotton has been planted during past years is now being sown with crops requiring less care and attention in the

cultivation than cotton, and it is said that a comparatively small breadth of land in 1875 will be devoted to cotton. The scarcity and high wages of labourers, coupled with the scarcity and dearness of all animals suited to agricultural labour, operates no doubt as a great barrier to maintaining and extending cotton culture in Cyprus.

The growth of sheeps' wool will probably turn out about an average in quantity, and of superior quality. The pasturage has been very abundant everywhere, and the flocks have been maintained in fine condition. The only drawback has been the prevalence of smallpox among the flocks in various parts of the island, but the mortality is not reckoned to have exceeded 12 to 15 per cent.

The production of caroubs in 1874, which forms a very important product in this island, has been below an average in quantity, whilst the quality is very inferior, attributable, no doubt, to the weaker condition of the trees through previous years of drought. Great, and what appears to be very foolish, competition amongst native exporters and dealers has, however, so far compensated growers by the exorbitant prices paid, and upon which there is too much reason to fear heavy losses must ensue. The abundant rains of last and the previous winter give rise to reasonable expectations of a good caroub crop this autumn as regards both quantity and quality.

The cultivation of madder roots in this island is being gradually abandoned, and this branch of commerce, formerly large and valuable, will soon become extinct. This arises from the difficulty of sale, and the greatly reduced value of the root in the markets of Europe, where the new mineral alizarine is now used almost exclusively by all Turkey red dyers. The madder lands of Cyprus are being turned to other purposes, as the prices obtainable for roots, either here or abroad, no longer remunerate the grower.

The production of wine in the island has been this year very abundant, surpassing the yield of many previous years, especially the common or black sorts, such as are consumed in the island, and largely exported to Egypt and Turkey. Very little of this wine finds its way to any of the European markets, owing chiefly to the "tarry" flavour imparted to it during the processes of fermentation and preparation, which unfits it for the purpose of mixing with other kinds of wine. The quantity of this common wine exported during 1874 is estimated at 27,500*l.* in value.

I am unable to report any public works either begun or projected. Beyond the completion of the telegraph line from Nicosia to Larnaca, referred to in my report of 1873, nothing else has been done; whilst roads, bridges, and watercourses, such as they were, are rapidly going to ruin from want of any care or attention being given to maintain them in only decent order.

The revenue of the island for the financial year of 1874 greatly exceeded that of previous years, whilst for 1875 a large increase, from the abundance of the crops, is reckoned upon, and will be probably realized. Nothing, however, is expended or proposed to increase the resources of the island, or to facilitate and improve the means of intercourse from the interior with the shipping ports; whilst the means of transport has become so inadequate to the wants of the island that, upon an average, the rate of carriage of grain from the interior to the coast exceeds the freight to Europe, besides the frequent impracticability of getting it transported at all.

The port of Larnaca remains in a wholly neglected condition, and, although the want of shipping facilities, in the shape of quays, jetties, &c., which would be of such comparatively easy and inexpensive

construction, is daily becoming more felt, and more obviously detrimental to the interests of the island, nothing in the shape of remedy is yet attempted, either by the Imperial Government or by private enterprise.

In these days of steam navigation, which is now finding its way also to Cyprus, the value of every hour of detention is and must necessarily be added upon the freight of the produce shipped, and this can be remedied or cheapened only by improved means and facilities of shipping. In almost any other country such necessary and remunerative undertakings would be readily entered upon by private enterprise, and they would at the same time greatly promote the development of trade and industry. Unfortunately the Turkish Government, although probably meaning well, and even desirous of giving encouragement to every useful and legitimate enterprise, does not inspire the necessary confidence for such investments, and thus all public works, however necessary to the interests of the country, and profitable as they would become to the State, are either never begun, or soon wither and fail from want of proper zeal, encouragement, and intelligent fostering.

The ruinous state of the currency in Cyprus, to which I alluded in my previous report, so far from having ameliorated, has continued going from bad to worse, apparently without check or hindrance. The pound sterling, which a year ago was current at 130 pias., is now freely circulating throughout the island at 150 piastres.

#### RETURN of British Shipping at the Port of Larnaca in the Year 1874.

*Direct Trade in British Vessels from and to Great Britain and British Colonies.*

##### ENTERED.

| Total Number of Vessels. |                |        | Total Tonnage.   |                |        | Total<br>Number<br>of Crews. | Total<br>Value of<br>Cargoes. |
|--------------------------|----------------|--------|------------------|----------------|--------|------------------------------|-------------------------------|
| With<br>Cargoes.         | In<br>Ballast. | Total. | With<br>Cargoes. | In<br>Ballast. | Total. |                              |                               |
| ..                       | 15             | 15     | ..               | 15             | 9,925  | 370                          | £<br>..                       |

##### CLEARED.

| Total Number of Vessels. |                |        | Total Tonnage.   |                |        | Total<br>Number<br>of Crews. | Total<br>Value of<br>Cargoes. |
|--------------------------|----------------|--------|------------------|----------------|--------|------------------------------|-------------------------------|
| With<br>Cargoes.         | In<br>Ballast. | Total. | With<br>Cargoes. | In<br>Ballast. | Total. |                              |                               |
| 15                       | ..             | 15     | 9,925            | ..             | 9,925  | 370                          | £<br>45,000                   |



# RETURN of British and Foreign Ships at the Port of Larnaca in the Year 1874.

## ENTERED.

| Nationality of<br>Vessels. | With Cargoes. |         |        | In Ballast. |        |        | Total.   |         |        | Value of<br>Cargo. |
|----------------------------|---------------|---------|--------|-------------|--------|--------|----------|---------|--------|--------------------|
|                            | Vessels.      | Tons.   | Crews. | Vessels.    | Tons.  | Crews. | Vessels. | Tons.   | Crews. |                    |
| British ... ..             | ...           | ...     | ...    | 15          | 9,925  | 370    | 15       | 9,925   | 370    | ...                |
| French ... ..              | 4             | 1,439   | 83     | 2           | 1,237  | 55     | 6        | 2,676   | 138    | 3,130              |
| Austrian ... ..            | 52            | 98,400  | 2,530  | 6           | 1,247  | 49     | 58       | 99,647  | 2,579  | 62,500             |
| Italian ... ..             | 3             | 635     | 26     | 15          | 1,919  | 129    | 18       | 2,544   | 155    | 1,625              |
| Russian ... ..             | ...           | ...     | ...    | 2           | 188    | 14     | 2        | 188     | 14     | ...                |
| Greek ... ..               | 9             | 1,133   | 69     | 18          | 1,975  | 141    | 27       | 3,108   | 210    | 3,090              |
| Ottoman ... ..             | 119           | 16,650  | 1,238  | 351         | 10,721 | 2,036  | 470      | 27,371  | 3,274  | 30,300             |
| Dutch ... ..               | ...           | ...     | ...    | 2           | 2,546  | 57     | 2        | 2,546   | 57     | ...                |
| Swedish ... ..             | ...           | ...     | ...    | 1           | 182    | 9      | 1        | 182     | 9      | ...                |
| Total ... ..               | 187           | 118,237 | 3,946  | 412         | 29,940 | 2,860  | 699      | 148,187 | 6,806  | 100,345            |

## CLEARED.

| Nationality of<br>Vessels. | With Cargoes. |         |        | In Ballast. |       |        | Total.   |         |        | Value of<br>Cargo. |
|----------------------------|---------------|---------|--------|-------------|-------|--------|----------|---------|--------|--------------------|
|                            | Vessels.      | Tons.   | Crews. | Vessels.    | Tons. | Crews. | Vessels. | Tons.   | Crews. |                    |
| British ... ..             | 15            | 9,925   | 370    | ...         | ...   | ...    | 15       | 9,925   | 370    | £ 45,000           |
| French ... ..              | 6             | 2,676   | 138    | ...         | ...   | ...    | 6        | 2,676   | 138    | 31,625             |
| Austrian ... ..            | 58            | 99,263  | 2,564  | 2           | 384   | 15     | 58       | 99,647  | 2,579  | 58,600             |
| Italian ... ..             | 17            | 2,435   | 146    | 1           | 109   | 9      | 18       | 2,544   | 155    | 27,000             |
| Russian ... ..             | 1             | 101     | 8      | 1           | 87    | 6      | 2        | 188     | 14     | 1,960              |
| Greek ... ..               | 3             | 233     | 24     | 21          | 1,449 | 206    | 24       | 1,682   | 230    | 19,550             |
| Ottoman ... ..             | 376           | 20,078  | 2,002  | 82          | 3,982 | 509    | 458      | 24,060  | 2,511  | 107,950            |
| Dutch ... ..               | 2             | 2,546   | 57     | ...         | ...   | ...    | 2        | 2,546   | 57     | 9,850              |
| Swedish ... ..             | 1             | 182     | 9      | ...         | ...   | ...    | 1        | 182     | 9      | 2,005              |
| Total ... ..               | 477           | 137,439 | 5,318  | 107         | 6,011 | 745    | 584      | 143,450 | 6,063  | 303,540            |



## RETURN of the Imports at the Port of Larnaca for the Year 1874.

| Names of Articles.  | Foreign Weights or Measures. | From Turkey. |        | From Austria direct, via Beyrout. |        | From France, via Smyrna direct. |        | From England, and via Beyrout. |        | From Italy. |        | From Greece. |        | From Switzerland. |        | Total.                        |                               |                         |
|---------------------|------------------------------|--------------|--------|-----------------------------------|--------|---------------------------------|--------|--------------------------------|--------|-------------|--------|--------------|--------|-------------------|--------|-------------------------------|-------------------------------|-------------------------|
|                     |                              | Quantities.  | Value. | Quantities.                       | Value. | Quantities.                     | Value. | Quantities.                    | Value. | Quantities. | Value. | Quantities.  | Value. | Quantities.       | Value. | Foreign Weights and Measures. | English Weights and Measures. | Value in English Money. |
| Tobacco             | ...                          | 72,680       | 11,360 | ...                               | ...    | ...                             | ...    | ...                            | ...    | ...         | ...    | ...          | ...    | ...               | ...    | Lbs.                          | 193,870                       | \$ 11,360               |
| Butter              | ...                          | 6,500        | 865    | ...                               | ...    | ...                             | ...    | ...                            | ...    | ...         | ...    | ...          | ...    | ...               | ...    | ...                           | 26,950                        | 1,315                   |
| Salt fish           | ...                          | ...          | 200    | ...                               | ...    | ...                             | 300    | ...                            | ...    | ...         | ...    | ...          | ...    | ...               | ...    | ...                           | 1,870                         | 1,870                   |
| Soap                | ...                          | 71,000       | 3,512  | ...                               | ...    | ...                             | ...    | ...                            | ...    | ...         | ...    | ...          | ...    | ...               | ...    | ...                           | 195,250                       | 3,512                   |
| Matches             | ...                          | ...          | ...    | ...                               | ...    | ...                             | ...    | ...                            | ...    | ...         | ...    | ...          | ...    | ...               | ...    | ...                           | ...                           | 1,000                   |
| Glassware           | ...                          | ...          | ...    | ...                               | ...    | ...                             | ...    | ...                            | ...    | ...         | ...    | ...          | ...    | ...               | ...    | ...                           | ...                           | 1,630                   |
| Manufactured goods  | ...                          | ...          | ...    | ...                               | ...    | ...                             | ...    | ...                            | ...    | ...         | ...    | ...          | ...    | ...               | ...    | ...                           | ...                           | 26,800                  |
| Copper and iron     | ...                          | ...          | ...    | ...                               | ...    | ...                             | ...    | ...                            | ...    | ...         | ...    | ...          | ...    | ...               | ...    | ...                           | ...                           | 2,381                   |
| Miscellaneous       | ...                          | ...          | 6,700  | ...                               | ...    | ...                             | ...    | ...                            | ...    | ...         | ...    | ...          | ...    | ...               | ...    | ...                           | ...                           | 14,870                  |
| Coffee              | ...                          | ...          | ...    | ...                               | ...    | ...                             | ...    | ...                            | ...    | ...         | ...    | ...          | ...    | ...               | ...    | ...                           | ...                           | 2,700                   |
| Leather, &c.        | ...                          | ...          | ...    | ...                               | ...    | ...                             | ...    | ...                            | ...    | ...         | ...    | ...          | ...    | ...               | ...    | ...                           | ...                           | 14,024                  |
| Sugar               | ...                          | ...          | ...    | ...                               | ...    | ...                             | ...    | ...                            | ...    | ...         | ...    | ...          | ...    | ...               | ...    | ...                           | ...                           | 8,650                   |
| Rice                | ...                          | ...          | ...    | ...                               | ...    | ...                             | ...    | ...                            | ...    | ...         | ...    | ...          | ...    | ...               | ...    | ...                           | ...                           | 3,420                   |
| W/twists and prints | ...                          | ...          | ...    | ...                               | ...    | ...                             | ...    | ...                            | ...    | ...         | ...    | ...          | ...    | ...               | ...    | ...                           | ...                           | 2,000                   |
| Petroleum, U.S.A.   | ...                          | ...          | 1,320  | ...                               | ...    | ...                             | ...    | ...                            | ...    | ...         | ...    | ...          | ...    | ...               | ...    | ...                           | ...                           | 1,320                   |
| Earthenware         | ...                          | ...          | ...    | ...                               | ...    | ...                             | ...    | ...                            | ...    | ...         | ...    | ...          | ...    | ...               | ...    | ...                           | ...                           | 750                     |
| Total               | ...                          | ...          | 28,957 | ...                               | 13,210 | ...                             | 17,020 | ...                            | 28,805 | ...         | 2,610  | ...          | 14,000 | ...               | 2,660  | ...                           | ...                           | 100,262                 |



## RETURN of the Imports at the Port of Limassol, Cyprus, in the Year 1874.

| Names of Articles. | Foreign Weights or Measures. | From Turkey. |        | From Austria. |        | From France. |        | From Italy. |        | From Russia. |        | From Greece. |        | Total.                        |                               |                         |
|--------------------|------------------------------|--------------|--------|---------------|--------|--------------|--------|-------------|--------|--------------|--------|--------------|--------|-------------------------------|-------------------------------|-------------------------|
|                    |                              | Quantities.  | Value. | Quantities.   | Value. | Quantities.  | Value. | Quantities. | Value. | Quantities.  | Value. | Quantities.  | Value. | Foreign Weights and Measures. | English Weights and Measures. | Value in English Money. |
| Grain...           | Kilos.                       | 17,000       | 6,000  | ...           | ...    | ...          | ...    | ...         | ...    | ...          | ...    | ...          | ...    | 17,000                        | Qrs.                          | 1,889                   |
| Tobacco            | Oxes                         | 30,000       | 8,500  | ...           | ...    | ...          | ...    | ...         | ...    | ...          | ...    | ...          | ...    | 30,000                        | Lbs.                          | 84,000                  |
| Salt fish          | Barrels                      | 8,000        | 500    | 100           | 200    | ...          | ...    | 400         | 550    | ...          | ...    | 500          | 500    | 1,350                         | Cwts.                         | 2,350                   |
| Soap               | Oxes                         | 8,000        | 200    | ...           | ...    | ...          | ...    | ...         | ...    | ...          | ...    | ...          | ...    | 12,000                        | Cwts.                         | 300                     |
| Butter             | "                            | 15,000       | 2,500  | 2,000         | 300    | ...          | ...    | ...         | ...    | 8,000        | 1,250  | 2,000        | 300    | 27,000                        | Lbs.                          | 75,600                  |
| Matches            | Cases                        | ...          | 1,500  | 40            | 100    | 10           | 30     | ...         | ...    | ...          | ...    | ...          | ...    | 50                            | ...                           | 1,150                   |
| Hardware           | "                            | ...          | 10,000 | ...           | 150    | ...          | ...    | ...         | ...    | ...          | ...    | ...          | ...    | ...                           | ...                           | 1,650                   |
| Manufactured goods | "                            | ...          | 10,000 | ...           | 500    | ...          | 300    | ...         | ...    | ...          | ...    | ...          | ...    | ...                           | ...                           | 11,300                  |
| Wine and spirits   | Barrels                      | ...          | 10     | ...           | 400    | ...          | ...    | ...         | ...    | ...          | ...    | ...          | ...    | ...                           | ...                           | 1,500                   |
| Coffee...          | Sacks                        | 70           | 600    | ...           | 450    | 50           | 450    | ...         | ...    | ...          | ...    | ...          | ...    | ...                           | ...                           | 1,700                   |
| Sugar...           | Barrels                      | 100          | 600    | 100           | 600    | 150          | 850    | 20          | 150    | ...          | ...    | ...          | ...    | ...                           | ...                           | 2,700                   |
| Leather            | Oxes                         | 200          | 600    | ...           | ...    | ...          | ...    | ...         | ...    | ...          | ...    | ...          | ...    | ...                           | ...                           | 1,500                   |
| Rice               | Sacks                        | 500          | 750    | 100           | 200    | ...          | ...    | 800         | 1,200  | ...          | ...    | ...          | ...    | 1,800                         | Cwts.                         | 2,750                   |
| Petroleum          | Cases                        | 2,000        | 1,200  | ...           | ...    | ...          | ...    | ...         | 200    | ...          | ...    | ...          | ...    | 2,000                         | ...                           | 1,200                   |
| Sundries           | "                            | ...          | 500    | ...           | 100    | ...          | 50     | ...         | ...    | ...          | 300    | ...          | ...    | ...                           | ...                           | 1,650                   |
| Total              | ...                          | ...          | 33,650 | ...           | 2,550  | ...          | 2,650  | ...         | 2,400  | ...          | 1,550  | ...          | 4,000  | ...                           | ...                           | 46,850                  |

## RETURN of the Exports at the Port of Limassol, Cyprus, in the Year 1874.

| Names of Articles. | Foreign Weights and Measures. | To Austria. |        | To France.  |        | To Italy.   |        | To Russia.  |        | To Turkey.  |        | To Greece.  |        | Total.                        |                               |                         |
|--------------------|-------------------------------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|-------------------------------|-------------------------------|-------------------------|
|                    |                               | Quantities. | Value. | Quantities. | Value. | Quantities. | Value. | Quantities. | Value. | Quantities. | Value. | Quantities. | Value. | Foreign Weights and Measures. | English Weights and Measures. | Value in English Money. |
| Wool, unwashed     | Okes                          | ...         | £      | 11,000      | 500    | 200,000     | 800    | ...         | £      | ...         | ...    | ...         | ...    | 11,000                        | Lbs.                          | 30,800                  |
| Rags               | "                             | ...         | ...    | ...         | ...    | ...         | ...    | ...         | ...    | ...         | ...    | ...         | ...    | 200,000                       | Cwts.                         | 500                     |
| Sumac, in the leaf | "                             | ...         | ...    | ...         | ...    | ...         | ...    | ...         | ...    | 150,000     | 600    | ...         | ...    | 205,000                       | "                             | 800                     |
| Black wine         | "                             | ...         | ...    | ...         | ...    | ...         | ...    | ...         | ...    | 1,920,000   | 23,000 | 55,000      | 200    | 1,920,000                     | Gallons                       | 5,125                   |
| Commanleria wine   | "                             | 84,000      | 1,325  | ...         | ...    | ...         | ...    | ...         | ...    | 26,400      | 875    | ...         | ...    | 110,400                       | "                             | 36,800                  |
| Leust beans        | Tonneaux                      | 1,200       | 400    | 400         | 1,700  | ...         | ...    | 3,125       | 12,250 | 300         | 1,250  | ...         | ...    | ...                           | Tons                          | 2,400                   |
| Raisins            | Okes                          | 20,000      | 250    | ...         | ...    | ...         | ...    | 40,000      | 500    | 110,000     | 1,200  | ...         | ...    | 170,000                       | Cwts.                         | 5,025                   |
| Grain              | Kilos.                        | ...         | ...    | ...         | ...    | ...         | ...    | ...         | ...    | 15,000      | 2,400  | ...         | ...    | 30,000                        | Qrs.                          | 1,950                   |
| Sundries           | "                             | ...         | 500    | ...         | 600    | ...         | ...    | ...         | ...    | ...         | 4,450  | ...         | ...    | ...                           | ...                           | 3,333                   |
| Total              | "                             | ...         | 7,375  | ...         | 3,100  | ...         | ...    | ...         | 12,750 | ...         | 33,475 | ...         | 1,150  | ...                           | ...                           | 59,600                  |

# RETURN of British and Foreign Shipping at the Port of Limassol, Cyprus, in the Year 1874.

ENTERED.

| Nationality of Vessels. | With Cargoes. |        |        | In Ballast. |        |        | Total.   |        |        | Invoice Value of Cargoes. |
|-------------------------|---------------|--------|--------|-------------|--------|--------|----------|--------|--------|---------------------------|
|                         | Vessels.      | Tons.  | Crews. | Vessels.    | Tons.  | Crews. | Vessels. | Tons.  | Crews. |                           |
| British ...             | ...           | ...    | ...    | 2           | 722    | 26     | 2        | 722    | 26     | £                         |
| French ...              | 1             | 156    | 8      | 2           | 247    | 12     | 3        | 403    | 20     | ...                       |
| Italian ...             | 1             | 244    | 9      | 5           | 876    | 43     | 6        | 1,120  | 52     | 680                       |
| Russian ...             | ...           | ...    | ...    | 6           | 492    | 42     | 6        | 492    | 42     | ...                       |
| German ...              | ...           | ...    | ...    | 1           | 324    | 14     | 1        | 324    | 14     | ...                       |
| Austrian ...            | ...           | ...    | ...    | 2           | 377    | 17     | 2        | 377    | 17     | ...                       |
| Turkish ...             | 333           | 15,396 | 2,010  | 296         | 7,991  | 1,770  | 629      | 23,387 | 3,780  | 14,000                    |
| Greek ...               | 24            | 2,074  | 115    | 51          | 8,051  | 379    | 75       | 10,125 | 494    | 3,550                     |
| Total ...               | 359           | 17,870 | 2,142  | 365         | 19,080 | 2,303  | 724      | 36,950 | 4,445  | 18,230                    |

CLEARED.

| Nationality of Vessels. | With Cargoes. |        |        | In Ballast. |        |        | Total.   |        |        | Invoice Value of Cargoes. |
|-------------------------|---------------|--------|--------|-------------|--------|--------|----------|--------|--------|---------------------------|
|                         | Vessels.      | Tons.  | Crews. | Vessels.    | Tons.  | Crews. | Vessels. | Tons.  | Crews. |                           |
| British ...             | 2             | 722    | 26     | ...         | ...    | ...    | 2        | 722    | 26     | £                         |
| French ...              | 2             | 247    | 12     | 1           | 156    | 8      | 3        | 403    | 20     | 3,450                     |
| Italian ...             | 5             | 965    | 43     | 1           | 155    | 8      | 6        | 1,120  | 51     | 2,040                     |
| Russian ...             | 6             | 492    | 42     | ...         | ...    | ...    | 6        | 492    | 42     | 3,550                     |
| German ...              | 1             | 324    | 14     | ...         | ...    | ...    | 1        | 324    | 14     | 800                       |
| Austrian ...            | 2             | 377    | 17     | ...         | ...    | ...    | 2        | 377    | 17     | 1,750                     |
| Turkish ...             | 269           | 11,402 | 1,314  | 351         | 9,095  | 2,200  | 620      | 20,497 | 3,514  | 1,500                     |
| Greek ...               | 75            | 9,410  | 603    | 14          | 1,615  | 116    | 89       | 11,025 | 719    | 24,100                    |
| Total ...               | 362           | 23,939 | 2,071  | 367         | 11,021 | 2,332  | 729      | 34,960 | 4,403  | 32,000                    |
|                         |               |        |        |             |        |        |          |        |        | 69,190                    |

## COMPARATIVE Statement of all Imports at the Port of Larnaca, of Cyprus, for the Years 1870-1874.

| Description.                    | 1870.   | 1871.   | 1872.       | 1873.   | 1874.   |
|---------------------------------|---------|---------|-------------|---------|---------|
|                                 | £       | £       |             | £       | £       |
| Cotton yarns and manufactures   | 40,000  | 55,000  | No returns. | 26,800  | 31,460  |
| Woollen manufactures            | 12,000  | 10,000  |             | ...     | ...     |
| Leather                         | 8,500   | 10,000  |             | 12,780  | 14,024  |
| Tobacco and "timbac"            | 5,900   | 7,500   |             | 10,250  | 11,360  |
| Olive oil                       | 2,000   | 10,000  |             | ...     | ...     |
| Sugar                           | 5,500   | 6,500   |             | 2,580   | 8,650   |
| Coffee beans                    | 3,150   | 4,700   |             | 1,700   | 2,700   |
| Salt fish                       | 2,000   | 1,000   |             | 810     | 1,870   |
| Rice                            | 5,500   | 7,500   |             | 2,480   | 3,420   |
| Butter                          | 10,000  | 10,000  |             | 1,220   | 1,315   |
| Hardware                        | 1,000   | 300     |             | ...     | ...     |
| Iron, bars and rods, and copper | 500     | 700     |             | 1,210   | 2,381   |
| Earthenware and glass           | 600     | 500     |             | 2,420   | 2,380   |
| Foreign spirits                 | 700     | 800     |             | 500     | ...     |
| Soap                            | 2,000   | 3,000   |             | 3,600   | 3,512   |
| Miscellaneous                   | 20,000  | 20,000  |             | 12,885  | 17,190  |
| Wheat and Barley                | 103,000 | ...     |             | 35,000  | ...     |
| Total                           | 222,350 | 147,500 | ...         | 114,235 | 100,262 |



COMPARATIVE Statement of all Exports at the Port of Larnaca, of  
Cyprus, for the Years 1870-1874.

| Description.                        | 1870.   | 1871.   | 1872.         | 1873.  | 1874.   |
|-------------------------------------|---------|---------|---------------|--------|---------|
|                                     | £       | £       |               | £      | £       |
| Cotton, raw ... ..                  | 39,225  | 22,062  | } No returns. | 26,171 | 33,500  |
| Salt ... ..                         | 28,000  | 27,000  |               | ...    | 20,000  |
| Locust beans ... ..                 | 42,700  | 42,450  |               | 1,800  | 12,960  |
| Wheat ... ..                        | ...     | 22,500  |               | ...    | 103,260 |
| Barley ... ..                       | ...     | 8,000   |               | ...    | 70,350  |
| Wine, common ... ..                 | 16,000  | 12,800  |               | 2,035  | 4,500   |
| "  commanderia ... ..               | 2,000   | ...     |               | ...    | ...     |
| Raki ... ..                         | 4,000   | 2,000   |               | ...    | ...     |
| Madder roots ... ..                 | 6,800   | 7,082   |               | 6,114  | 7,550   |
| Dried fruit ... ..                  | 1,000   | 1,000   |               | ...    | 4,000   |
| Silk and silk cocoons ... ..        | 1,000   | 5,500   |               | ...    | 20,000  |
| Linseed ... ..                      | 2,200   | 700     |               | 900    | 5,000   |
| Sesame ... ..                       | 900     | ...     |               | ...    | ...     |
| Skins, goat, sheep, and hides... .. | 8,000   | 8,166   |               | 4,705  | 4,380   |
| Sheep's wool ... ..                 | 1,860   | 10,863  |               | 8,944  | 19,800  |
| Live stock ... ..                   | 15,000  | ...     |               | ...    | ...     |
| Rags ... ..                         | ...     | ...     |               | 3,686  | 5,500   |
| Miscellaneous ... ..                | 26,500  | 23,300  |               | 690    | 7,825   |
| Total ... ..                        | 195,185 | 198,423 | ...           | 55,045 | 318,625 |

Larnaca, April, 1875.

## RHODES.

*Report by Vice-Consul Biliotti on the Trade and Commerce of Rhodes, for the Year 1874.*

THE trade of Rhodes is more a transit trade than a local trade. Almost all the goods which are exported to Europe from the opposite coast of Anatolia are sent to this island by small crafts for transshipment on board steamers. The same course is followed for the articles of importation.

The value of exports, the produce of the Island of Rhodes, is not more than 30,000*l.*, while the total amount of exports may be reckoned at about 90,000*l.*

For the importation, the total amount is calculated to about 146,000*l.*, of which more than half is sent to the opposite mainland.

The principal articles of exportation are: sponges, valonea, sesame seed, oil, onions, storax oil, wax, wine, fruits, and vegetables. Those of importation are: cotton and woollen manufactures, cotton twist, coffee, sugar, leather, metals, petroleum, rice, salt fish, soap, diving apparatus, ropes, and ships' gear.

The direct and indirect trade of imports from Great Britain to Rhodes and the Islands of the Sporades amount to about 200,000*l.* a-year; and the exports, to about 80,000*l.*

Until lately, the Islands of the Sporades were not submitted to the regular custom-house duties in force in Turkey. The community of each island was collecting on its own account a duty of from 1 to 2 per cent. on all goods exported to or imported from Europe in the Sporades. The sums so collected were applied to the keeping up of the harbours, schools, purchase of medicines, &c., &c. However, in the month of January, 1874, the Ottoman Government has ordered the introduction and application, in the Islands of the Sporades, of the regular custom-house duties in force in Turkey. The introduction of these dues has been a drawback to the general trade of these islands.

The total value in round numbers of the different articles directly imported and exported from and to Rhodes and each country, for the last five years, is shown in the following comparative returns:—

## IMPORTS.

| Countries.       | 1870.   | 1871.   | 1872.   | 1873.   | 1874.   |
|------------------|---------|---------|---------|---------|---------|
|                  | £       | £       | £       | £       | £       |
| Great Britain .. | 3,200   | 4,500   | 3,000   | 2,500   | 2,100   |
| France .. ..     | 8,000   | 6,000   | 12,000  | 16,000  | 18,000  |
| Greece .. ..     | 5,000   | 3,800   | 2,000   | 1,000   | 1,200   |
| Austria .. ..    | 1,500   | 2,800   | 1,000   | 1,300   | 1,500   |
| Egypt .. ..      | 5,000   | 6,000   | 8,000   | 10,000  | 12,000  |
| Turkey .. ..     | 100,000 | 118,000 | 129,000 | 115,000 | 125,000 |
| Italy .. ..      | 2,000   | 5,000   | 2,000   | 1,000   | 1,500   |
| Russia .. ..     | 1,500   | 1,800   | 1,000   | 800     | 600     |
| Total .. ..      | 126,200 | 147,900 | 158,000 | 147,600 | 141,900 |

## EXPORTS.

| Countries.       | 1870.  | 1871.  | 1872.  | 1873.   | 1874.  |
|------------------|--------|--------|--------|---------|--------|
|                  | £      | £      | £      | £       | £      |
| Great Britain .. | 8,500  | 9,000  | 14,500 | 18,250  | 10,000 |
| France .. ..     | 6,000  | 3,500  | 8,000  | 7,600   | 10,000 |
| Greece .. ..     | 500    | 600    | 800    | 400     | 500    |
| Austria .. ..    | 15,000 | 18,000 | 10,000 | 12,000  | 14,000 |
| Egypt .. ..      | 6,000  | 7,500  | 10,000 | 15,000  | 14,000 |
| Turkey .. ..     | 48,000 | 51,000 | 49,000 | 46,000  | 45,000 |
| Italy .. ..      | 1,400  | 1,600  | 800    | 300     | 500    |
| Russia .. ..     | 2,500  | 1,800  | 600    | 500     | 800    |
| Total .. ..      | 87,900 | 93,000 | 93,700 | 100,050 | 94,800 |

*Sponges.*—The value of sponges directly exported from the Sporades, about 90,000*l.* a-year, are not inserted in the above return; the sponges sent from Rhodes are only calculated. Formerly, almost the whole quantity of sponges were sent from the Islands of the Sporades to Rhodes for transhipment for Europe, but since the English steamers call in these Islands, sponges are sent directly.

The prices paid this year for this article have been from 5 to 10 per cent. higher than those paid last year. These prices have been as follows: bath or common sponges, according to quality, from 40 to 60 *pias.* per one oke, equal to  $2\frac{3}{4}$  lbs; fine sponges, from 120 to 200 *pias.*

The sponges fished at Mandruba, on the coast of Africa, are always sold by piece. The prices paid for them have been: bath sponges, from  $1\frac{1}{2}$  to 4 *pias.* a-piece; fine sponges, from 4 to 8 *pias.* a-piece; Zimoukes or coarse sponges, from 15 to 18 *paras* a-piece. In sponge transactions the rate of the Turkish pound is 115 *pias.*, and of the £ sterling 125 *pias.* They still continue to send sanded sponges to England.

The sponges fished by diving apparatuses are not so good as those fished by neck divers, these last going to deeper waters; the sponges being there of a superior quality, they therefore always cost from 15 to 20 per cent. more than the former ones. Although the diving apparatuses secure a more abundant crop, they are no longer in great demand, owing to many accidents which are to be deplored every season, the divers using them exceeding the prescribed depth.

The total number of diving apparatuses imported from France and Great Britain, during the last ten or twelve years, is about 250; but no more than 110 are actually at work. The gears for these machines, which are annually renewed, are generally imported from Great Britain.

The total number of sponge fishing boats (including also those with diving apparatuses) belonging to Rhodes and the Sporades Islands is of about 700, employing 6,000 men. During the year 1874, only 512 boats have been sent to this fishery, of which 96 with diving apparatuses.

## SHIPPING AND NAVIGATION.

The greater number of sailing vessels of large tonnage call at Rhodes not to do any business but merely to get commercial information and supplies, the trade of this Island being almost carried on by steamers of different companies. These companies are: the British steamers of Bell's Asia Minor Company, the French Messageries, the Austrian Lloyds, the Russian steamers, the Egyptian Kédivié, and the Turkish Azizié. About twenty-five steamers of these different companies

call each month here. The coasting trade is carried on by small craft.

The number of British steamers which arrived at Rhodes in the year 1874 is sixty-nine, with a total of 19,665 tons. The value of imports by the same is: goods 35,800*l.*, specie 6,500*l.*, together 42,300*l.*; exports: goods 21,000*l.*, specie 4,200, together 25,200*l.*

Five British sailing vessels have also called at this port during this year, of together 664 tons; four of them have loaded valonea for Great Britain, of a value of 8,800*l.*: and one has imported coals from Great Britain, of a value of 700*l.*

The total number of British shipping at Rhodes, for the year 1874, amounts therefore to seventy-four vessels, of 20,329 tons burden.

The following return shows the general movement of shipping at Rhodes for the year 1874:—

| Nationality.                         | Steam.   |          | Sailing. |          | Total.   |          |
|--------------------------------------|----------|----------|----------|----------|----------|----------|
|                                      | Vessels. | Tonnage. | Vessels. | Tonnage. | Vessels. | Tonnage. |
| British .. ..                        | 66       | 19,665   | 5        | 664      | 74       | 20,329   |
| Austrian .. ..                       | 53       | 61,719   | 1        | 67       | 54       | 61,786   |
| Egyptian .. ..                       | 51       | 51,000   | 2        | 950      | 53       | 51,950   |
| French .. ..                         | 49       | 65,900   | 1        | 240      | 50       | 66,140   |
| Greek .. ..                          | ..       | ..       | 45       | 4,260    | 45       | 4,260    |
| Italian .. ..                        | ..       | ..       | 4        | 450      | 4        | 450      |
| Russian .. ..                        | 45       | 45,000   | 1        | 150      | 46       | 45,150   |
| Ottoman (coasting ships included) .. | 41       | 24,600   | 1,174    | 26,930   | 1,215    | 51,530   |
| Total .. ..                          | 308      | 267,884  | 1,233    | 33,711   | 1,541    | 301,595  |

*Harbours.*—The steam packets being unable to enter the harbours of Rhodes, which are rather small for them, they are therefore obliged to remain in the roadstead, and are prevented often from communicating at all with the Island during stormy weather. Some years ago, a dredging machine was at work in these harbours, but small results were obtained, as explained in former reports.

*Lights.*—The fixed red light on the Molino Point, and the revolving white light on the Fort St. Elmo, or St. Nicholas, established some years ago, are kept in very good order.

*Shipbuilding.*—Only one schooner of 150 tons has been built this year at Rhodes, and about 15 boats, the tonnage of which varies from 8 to 15 tons. These boats are employed in the coasting trade.

#### AGRICULTURE.

In general the results of the agricultural produce of the Island of Rhodes for the year 1874 have been satisfactory. This circumstance has certainly relieved a little the rural population from the misery in which it was standing, in consequence of the entire loss of crops for the two preceding years; the condition of the agriculturists is very precarious yet.

#### POPULATION AND INDUSTRIES.

As already stated in previous reports, Rhodes, Cos, and Scarpantos are the only islands in this Vice-Consular District whose inhabitants

devote themselves to agriculture. Those of the other islands are generally engaged in a sea-faring life, and the greater number of them are sponge divers.

The population of Rhodes barely amounts to from 28,000 to 30,000 inhabitants. The Sporades count a population of about 100,000 inhabitants.

#### PUBLIC WORKS.

The cables laid down by an English company in 1870 and 1874, between Egypt, Crete, Rhodes, and the mainland, in connection with the Turkish lines, continue to work in a very satisfactory manner.

Even if I were to repeat here what has been already stated in former reports, I must say that the roads in these islands are still in the same bad condition as they were formerly, no measures having been adopted for their repair.

Rhodes, February 18, 1875.



## SALONICA.

*Report by Consul Blunt on the Trade and Commerce of Macedonia  
for the Year 1874.*

I REGRET not having to report any improvement in the trade and commerce of Macedonia for 1874 as compared with the previous year. The almost total failure of the cereal crops from an excessive drought, and the great mortality from starvation among the horses, cattle, and sheep, proved most injurious to the general interests of Salonica and other centres of trade in this province. The yield of the crops not being sufficient to sustain exportation, the import trade suffered in consequence, and general depression prevailed in all branches of business; and at the latter end of the year failures and defalcations took place, causing quite a crisis in Salonica, the chief outlet of the province, from the effects of which the community has not yet recovered.

As the general statistics of the total value of imports and exports cannot be accurately ascertained, I can only give in the present report a few data which I have collected with regard to British trade in this port.

In 1873 the total value of cargoes in British vessels which arrived here direct from the United Kingdom was 305,000*l.*, in 1874 the value was 267,000*l.*, showing a falling off of 38,000*l.*

In exports of Macedonian produce in British vessels direct to home ports there is an increase of 48,000*l.*, for in 1874 their value was 61,000*l.* as against 13,000*l.* in 1873.

The above returns do not represent the total value of the direct trade between this port and the United Kingdom, a considerable portion of which is carried on in foreign sailing vessels, chiefly Austro-Hungarian, Greek, and Italian; these bring English coal and iron, and take back cereals, bones, &c.

Our imports in coal and iron show a steady increase, and will improve still more through the extension of railway communication into the interior. The coal is chiefly required and consumed by the Salonica-Uscup-Mitrovitzza Railway, through which the districts contiguous to the frontiers of Bosnia and Servia now procure regularly their supplies of iron and other British produce from the dépôts at Salonica.

In exports it is estimated that in 1874 about 101,000 imperial quarters of grain, the produce of the crops of 1873-74, were exported from Salonica to the United Kingdom in British and foreign vessels. This quantity comprised—

|              |    |    |    |    |    | Imp. quarters. |
|--------------|----|----|----|----|----|----------------|
| Soft wheat.. | .. | .. | .. | .. | .. | 48,000         |
| Barley ..    | .. | .. | .. | .. | .. | 27,000         |
| Indian corn  | .. | .. | .. | .. | .. | 20,000         |
| Rye ..       | .. | .. | .. | .. | .. | 6,000          |

The average prices free on board in 1874 varied from 2*l.* 3*s.* to 2*l.* 10*s.* for soft wheat; 19*s.* to 1*l.* 5*s.* barley; 1*l.* 5*s.* to 1*l.* 12*s.* Indian corn; and 1*l.* 5*s.* to 1*l.* 15*s.* for rye.

Exchange 110 pias. per £ sterling.

The following return is a summary of the shipping at the port of Salonica during 1874:—

| Nation.                  | Entered. |          | Cleared. |          |
|--------------------------|----------|----------|----------|----------|
|                          | Number.  | Tonnage. | Number.  | Tonnage. |
| Austro-Hungarian .. ..   | 71       | 42,697   | 72       | 42,880   |
| Belgian .. ..            | 7        | 9,298    | 7        | 9,298    |
| British .. ..            | 39       | 23,003   | 40       | 23,599   |
| Dutch .. ..              | 1        | 400      | 1        | 400      |
| French .. ..             | 182      | 107,764  | 190      | 102,368  |
| German .. ..             | 1        | 174      | 1        | 174      |
| Greek .. ..              | 253      | 12,312   | 253      | 13,276   |
| Italian .. ..            | 84       | 56,859   | 84       | 56,297   |
| Russian .. ..            | 2        | 270      | 2        | 270      |
| Swedish and Norwegian .. | 8        | 251      | 3        | 251      |
| Turkish .. ..            | 168      | 41,245   | 168      | 41,245   |
| United States .. ..      | 1        | 247      | 1        | 247      |
| Total .. ..              | 812      | 294,520  | 822      | 290,305  |

According to this return, compiled from data furnished by the foreign consulates and local quarantine office, 812 vessels, of 294,520 tons, entered, and 822 vessels, of 290,305 tons, cleared at this port during 1874. The above figures comprise 382 steam vessels, of 253,703 tons, entered, and 391, of 258,216 tons cleared.

The return does not include the coasting trade, which employed during the year 7,248 vessels, of 100,408 tons, inwards and outwards.

The general shipping of 1874 shows a decrease of 383 in the number of vessels which entered in the port, but an increase of 35,144 in tonnage, as compared with the preceding year. Of British vessels 79, of 46,602 tons, entered and cleared in 1874; of these 63 were steamers, of 43,642 tons, and 16 sailing vessels, of 2,960 tons. As compared with the shipping of 1873 there is a decrease of 12 vessels, but an increase of 730 tons.

The crops in general of Macedonia in 1874, as stated in the early part of this report, failed from excessive droughts which prevailed during the growing season.

In some districts the yield of the harvest was barely sufficient to meet the requirements of the people; in others not even enough was obtained for seed purposes; and in Drama, Cavalla, and Yenidge the inhabitants suffered from scarcity, and had to be relieved by the authorities. The cotton and tobacco crops likewise were affected by the drought, and it is a matter of surprise that any cotton at all came to maturity considering that the soil was parched up, and no moisture existed in the same for several feet below the surface, a proof of the hardness of the plant under unfavourable circumstances. The quality of the cotton, however, of 1874 was very fair, and, owing to the dry weather, the colour was of a brilliant white.

The drought also proved most disastrous to the live stock of the province. It caused great scarcity of fodder for winter keep; little hay was cut, and that mostly of a coarse, rushy kind afforded by the marshes. The cereal crops also furnished a very scanty supply of straw, and rovi (small tares), which forms an universal winter feed for working cattle, was almost a total failure. Under these circumstances a severe winter had to be met, and unfortunately proved to be one of more than ordinary duration.

Various means were resorted to by the peasants to endeavour to sustain life in their cattle. Early in the winter the neighbouring forests were filled with live stock, that eked out an existence on the young shoots of trees and brushwood, fallen leaves, and such grass as the shade had prevented from being scorched up; but as these herds could not be collected at night many fell a prey to wolves. Thatching was torn down from the sheds, and thrown to the starving beasts, and everywhere the villagers' families were employed in gathering the roots of the squitch grass. Straw rose in price from 5 paras per oke to 35 and even 40 paras, and latterly was not procurable. Large quantities were sold at 25 paras per oke.

Cotton seed, which ordinarily brings 12 paras per oke, now brought 28 paras, and the refuse of the sesame mills fetched from 35 to 40 paras per oke! The large demand for barley by the flock masters raised its price to 1 *pias.* per oke; bran was worth 25 paras the oke; and hay, scarcely procurable, 20 to 30 paras per oke.

The losses, numerically, are very great, but as the peasants constantly keep their cattle until they succumb to old age, the larger number of deaths will prove to be amongst the more aged and weaker stock. It is estimated that fully 40 per cent. of the sheep, and 30 per cent. of the cattle of Macedonia have perished from starvation.

I am indebted in a great degree for the above information on the effect of the drought to Captain Synge, an English gentleman, who owns a large estate in this district.

From what precedes it will be easily inferred that the inhabitants, the peasant and labouring classes in particular, have had to endure great privations. The cost of bread stuffs and provisions in general in some districts reached famine prices, and the people had to seek assistance of the authorities; this was readily given and in time too, so that the distress was not of a desperate character, and no deaths occurred from starvation, but it will take the suffering districts some years to recover their prosperity, especially as by the destruction of their live stock their means of production have been diminished.

Fortunately, the crops of the present season are in an excellent and forward condition, and although it is too early yet to speak with certainty of their success, they promised a most abundant harvest.

I am happy in having to report further progress in works of public utility in this province during the year under review.

The last section of the Salonica (Uscup-Mitrovitz) Railway was opened to public traffic on the 29th December last; and Macedonia now possesses 219 English miles of railway. This highway is of great use to the commercial and agricultural interests of the province, but from all I hear, the receipts so far barely suffice to meet the working expenses.

Its complete success chiefly depends on its extension and connection with the Austro-Hungarian lines; and much surprise and disappointment are felt by the commercial community of Salonica, that the Porte delays or neglects to carry on the works.

The provincial authorities, under the energetic personal superintendence of the Governor-General, Omer Fevzi Pasha, have pushed forward very actively the construction of roads leading to the railway; and it is hoped that in another year the principal towns and villages in the vicinity of the line will be brought into communication with it.

The construction of the Salonica Quay, very actively carried on during the spring and summer, was suddenly stopped in the autumn of 1874 from want of funds. It is a pity that this undertaking has been abandoned, just as it was approaching completion; the Governor-

General, however, impressed with its importance and utility, is urging the Porte to advance the necessary funds—about 15,000*l.*—to enable the contractor to resume the execution of the work.

The construction of the new custom-house is also in a very forward state, and may be completed this autumn.

It is a large and commodious building, and will cost 10,000*l.* It will have two piers attached to it, one for landing and the other for loading; both to be in direct communication with the Salonica Railway.

It is needless to say that this work will be of very great convenience and utility to the increasing trade and shipping of Salonica. The goods of the merchants will now have sufficient accommodation, and will be protected from injury; and vessels will be able to have access to the piers for loading and discharging their cargoes, and thus avoid loss of time, to say nothing of the expense and risk they incur from the present defective system of lighterage.

Salonica, April 26, 1875.





Compared with the preceding year (1873), there is a decrease in the value of merchandise exported, the relative amounts being in—

|          |    |    |    |    |    |         |
|----------|----|----|----|----|----|---------|
|          |    |    |    |    |    | £       |
| 1873     | .. | .. | .. | .. | .. | 379,660 |
| 1874     | .. | .. | .. | .. | .. | 335,817 |
| Decrease |    |    |    |    |    | 43,843  |

The countries to which the preceding articles were exported are as follows:—

|                           |    |    |    |    | 1873.   | 1874.   |
|---------------------------|----|----|----|----|---------|---------|
|                           |    |    |    |    | £       | £       |
| To Austria-Hungary        | .. | .. | .. | .. | 258,517 | 212,355 |
| Greece, Italy, and Turkey | .. | .. | .. | .. | 121,143 | 123,462 |
| Total                     | .. | .. | .. | .. | 379,660 | 335,817 |

## IMPORTS.

| Articles.   | Value.  |
|---|---------|
|   | £       |
| Iron and steel .. .. .  | 13,117  |
| Copper, lead, brass, &c. .. .   | 5,630   |
| Coffee .. .. .  | 50,990  |
| Sugar .. .. .   | 25,703  |
| Rice.. .. .   | 16,119  |
| Fruit .. .. .   | 837     |
| Wine, spirits and liqueurs .. .   | 13,034  |
| Soap .. .. .  | 12,531  |
| Cotton .. .. .  | 640     |
| Cotton twist .. .. .  | 24,294  |
| „ manufactures .. .. .  | 91,383  |
| Mixed „ .. .. .   | 21,305  |
| Silk „ .. .. .  | 19,981  |
| Cloth .. .. .   | 37,379  |
| Red caps .. .. .  | 2,563   |
| Paper .. .. .   | 5,090   |
| Furs .. .. .  | 15,334  |
| Hides and leather .. .. .   | 9,217   |
| Planks and timber for building .. .                                       | 4,270   |
| Earthenware, &c. .. .. .  | 1,277   |
| Glass .. .. .   | 1,570   |
| Candles, Stearine .. .. .   | 720     |
| Petroleum .. .. .   | 6,577   |
| Matches .. .. .   | 531     |
| Sundries, comprising hardware, drugs, dyes, colours, carpets, &c. .. .. . | 90,816  |
| Specie .. .. .  | 470,908 |
|   | 53,190  |
| Total importation .. .. .   | 524,098 |

Compared with the preceding year (1873), there is an increase in the value of merchandise imported, the relative amounts being in—

|          |    |    |    |    |    |    |         |
|----------|----|----|----|----|----|----|---------|
|          |    |    |    |    |    |    | £       |
| 1874     | .. | .. | .. | .. | .. | .. | 524,098 |
| 1873     | .. | .. | .. | .. | .. | .. | 499,399 |
| Increase |    |    |    |    |    |    | 24,698  |

The countries from which the preceding articles were imported are as follows:—

|                           |    |    |    |    |    |    | 1874.   | 1873.   |
|---------------------------|----|----|----|----|----|----|---------|---------|
|                           |    |    |    |    |    |    | £       | £       |
| From Austria-Hungary      | .. | .. | .. | .. | .. | .. | 316,140 | 303,784 |
| Greece, Italy, and Turkey | .. | .. | .. | .. | .. | .. | 207,958 | 195,615 |
| Total                     | .. | .. | .. | .. | .. | .. | 524,098 | 499,399 |

The returns for the years above-mentioned (1873 and 1874) show a very great falling off in the amount of business done when compared with the preceding two years (1871 and 1872), the results of which were as follows:—

|               |    |    |    |    |    |    | Exported. |         | Imported. |         |
|---------------|----|----|----|----|----|----|-----------|---------|-----------|---------|
|               |    |    |    |    |    |    | 1871.     | 1872.   | 1871.     | 1872.   |
|               |    |    |    |    |    |    | £         | £       | £         | £       |
| Merchandise.. | .. | .. | .. | .. | .. | .. | 419,713   | 301,589 | 596,261   | 511,867 |
| Specie        | .. | .. | .. | .. | .. | .. | 141,503   | 122,503 | 67,644    | 77,109  |
| Total         | .. | .. | .. | .. | .. | .. | 561,216   | 424,092 | 663,905   | 588,976 |

The average market prices of some of the principal articles of export and import during the year 1874 were, as far as can be ascertained in the absence of any regular price-current list, as follows:—

| Articles.                     | Per             | Prices. |
|-------------------------------|-----------------|---------|
|                               |                 | £ s. d. |
| Wheat .. .. .                 | Imp. quarter .. | 2 7 3   |
| Maize .. .. .                 | " " ..          | 1 15 6  |
| Barley .. .. .                | " " ..          | 1 3 7   |
| Oats .. .. .                  | " " ..          | 1 1 3   |
| Linseed.. .. .                | " " ..          | 2 7 3   |
| Olive oil .. .. .             | Gallon ..       | 0 2 8   |
| Skins, lamb and kid .. .. .   | Pair ..         | 0 2 6   |
| " sheeps .. .. .              | " ..            | 0 3 9   |
| " goats .. .. .               | " ..            | 0 2 10  |
| Wool, lambs .. .. .           | Lb. ..          | 0 1 1½  |
| " sheeps .. .. .              | " ..            | 0 1 0   |
| " " coarse, unwashed .. .. .  | " ..            | 0 0 9   |
| " " middling, washed .. .. .  | " ..            | 0 0 11  |
| Skins, hare .. .. .           | Pair ..         | 0 1 1   |
| " sable and marten .. .. .    | Each ..         | 0 13 3  |
| Shumac .. .. .                | Cwt. ..         | 0 5 3½  |
| Coffee .. .. .                | " ..            | 4 8 0   |
| Sugar .. .. .                 | " ..            | 2 1 10  |
| Rice .. .. .                  | " ..            | 1 5 6   |
| Soap .. .. .                  | " ..            | 2 0 0   |
| Cotton twist, 10 × 14 .. .. . | 10 lbs. ..      | 0 12 6  |
| T cloth, 24 yards .. .. .     | Piece ..        | 0 10 0  |
| Long cloth, 36 yards .. .. .  | " ..            | 0 14 6  |
| Iron bars .. .. .             | Cwt. ..         | 0 16 6  |
| Petroleum. .. .. .            | Gallon ..       | 0 2 0   |

## BANKS, &amp;C.

There is no bank of any description existing in the province of Scutari. There being no direct trade with England, bills on London are rarely offered for sale here. The rates of exchange for those drawn on Trieste or Venice, which are almost the only ones seen here, vary but slightly, according to the amount of remittances which have to be made.

## SHIPPING AND NAVIGATION.

No British merchant vessel touched at either of the ports of this province during the year 1874.

The total number of vessels of all nations (sailing and steam) which entered and cleared at Antivari, Hobotti (port of Scutari, on the Boyana), and Durazzo during the year 1874 is shown in the following table, in which the vessels engaged in the foreign as well as in the coasting trade are included, separate statistics for each branch not being obtainable:—

VESSELS (Sailing and Steam) entered and cleared at the Ports of  
Antivari, Hobotti, and Durazzo.

| Port of—                 | Nationality.        | Entered.                 |          |                         | Cleared.                 |          |                         |
|--------------------------|---------------------|--------------------------|----------|-------------------------|--------------------------|----------|-------------------------|
|                          |                     | Number<br>of<br>Vessels. | Tonnage. | Value<br>of<br>Cargoes. | Number<br>of<br>Vessels. | Tonnage. | Value<br>of<br>Cargoes. |
| Antivari                 | Austro-Hungarian... | 206                      | 55,722   | 206,653                 | 206                      | 55,672   | 96,670                  |
|                          | Hellenic            | 3                        | 114      | 210                     | 3                        | 114      | ...                     |
|                          | Italian             | 8                        | 161      | 55                      | 8                        | 161      | ...                     |
|                          | Ottoman             | 32                       | 1,378    | 817                     | 32                       | 1,378    | 1,400                   |
|                          | Total               | 249                      | 57,375   | 207,835                 | 249                      | 57,325   | 98,070                  |
| Hobotti                  | Austro-Hungarian... | 18                       | 579      | 6,596                   | 16                       | 540      | 3,542                   |
|                          | Hellenic            | 4                        | 87       | 3,102                   | 4                        | 87       | 150                     |
|                          | Italian             | 20                       | 396      | 2,790                   | 23                       | 489      | 3,856                   |
|                          | Ottoman             | 120                      | 5,919    | 74,046                  | 102                      | 4,699    | 29,104                  |
|                          | Total               | 162                      | 6,981    | 86,534                  | 145                      | 5,815    | 36,652                  |
| Durazzo                  | Austro-Hungarian... | 190                      | 52,356   | 185,653                 | 190                      | 52,401   | 131,614                 |
|                          | Hellenic            | 179                      | 5,163    | 35,554                  | 218                      | 6,163    | 31,118                  |
|                          | Italian             | 29                       | 1,426    | 711                     | 37                       | 1,138    | 16,522                  |
|                          | Ottoman             | 276                      | 10,428   | 7,811                   | 309                      | 11,506   | 21,841                  |
|                          | Total               | 684                      | 69,373   | 229,729                 | 754                      | 71,208   | 201,095                 |
| Total in the three ports |                     |                          |          |                         |                          |          |                         |
| in 1874                  |                     | 1,095                    | 133,729  | 524,098                 | 1,148                    | 134,348  | 335,817                 |
| Total in 1873            |                     | 1,852                    | 139,837  | 499,399                 | 1,237                    | 134,042  | 379,660                 |

*Steam Navigation Companies.*—The only regular line of steamers calling at the ports of this province is that of the Austro-Hungarian Lloyds, whose steamers call at Antivari and Durazzo weekly on their outward and homeward voyages between Trieste and Prevesa, and by means of which a regular communication with Trieste and Venice, as well as with Constantinople, Smyrna, the Levant in general, and Brindisi is carried on, these boats being in connection with those of the same company which touch at Corfu. There is also a weekly line of these steamers running between Trieste and Durazzo, calling at Antivari. The voyage between Trieste and Antivari occupies about five days, owing to the steamers calling at so many ports on the Dalmatian coast.

*Ship Building.*—A few small vessels are built at Dulcigno, a port of no commercial importance, a few miles south of Antivari, but rarely more than two in a year.

#### AGRICULTURE.

Information on this head is contained in the preliminary report for the year 1874, already forwarded from this consulate.

#### POPULATION AND INDUSTRIES.

It is very difficult, if not impossible, to obtain any exact statistics of the population, but I have been assured by persons in a position enabling them to form a correct estimate, that the total population of the province of Scutari does not amount to above 140,000, of which—

|                 |     |     |     |        |
|-----------------|-----|-----|-----|--------|
| Roman Catholics | ... | ... | ... | 78,000 |
| Greek Church    | ... | ... | ... | 5,000  |
| Moslems         | ... | ... | ... | 57,000 |

Total .. .. . 140,000

There cannot be said to be anything manufactured in the province for exportation. A kind of very coarse white cloth and some other stuffs of most ordinary description are made, but only for local use.

There is a small tannery at Seutari, which gives employment to about fifty people. Shumac is used instead of bark for preparing the skins.

There are no mines worked in this district.

#### RATES OF WAGES.

Native masons and carpenters, who most certainly cannot be described as skilled workmen, are paid about 1s. 4d. a-day. Agricultural labourers receive in winter 1s. a-day, and during the harvest about 1s. 8d. and their meals.

#### PUBLIC WORKS.

*Roads.*—Unfortunately there is not any improvement to be reported under this head. Roads do not exist in this province, and between this place and Antivari, the nearest port of call of the Austro-Hungarian Lloyds' steamers, which is less than thirty miles distant from here, there is only a miserable bridle-path, which is frequently impassable in winter, but over which merchandise of very considerable value passes annually.

In his report for the year 1864, my predecessor here stated that the Ottoman Government had engaged an Austrian civil engineer with the view of making a road from Seutari to Antivari; and on my arrival here about six months ago, the Governor of this province informed me of a project he had laid before the authorities at Constantinople for the construction of a road from this place to San Juan de Medua, a port on the coast of this province distant about eighteen miles from here. It appears, however, that this project is destined to share the same fate as that of the proposal made ten years since of a road to Antivari. One or other of these roads would doubtless be of some benefit to this place, inasmuch as either would facilitate communication with the coast; but this would not be sufficient. What is really required, and is indeed of vital importance, is a railway which, starting from a port on the coast and passing through this place and Prisrend, would effect a junction with the main lines of the Roumelian railways.

Should such a branch line be constructed, this province would doubtless derive great benefit from it. The produce of Central Roumelia, which before the opening of the Salonica-Mitrovitza Railway was mostly brought here for shipment to Trieste and Venice, would again return to its original channel of exportation, and Prisrend and other places in the interior would in all probability again draw their supplies from this market, which since the opening of the said Salonica-Mitrovitza line they may be said to have completely abandoned. On the other hand, should no improvement be made in the actually existing so-called means of communication, the trade of this province, which has been decreasing for some years past, as shown in this report, will, it is to be feared, become of little or no importance.

In order to point out an instance of neglect with respect to measures most urgently required for the public benefit, I may mention that although every winter invariably, owing to the overflowing of the river, the bazaars of this town are inundated to such an extent that all business is entirely put a stop to, the merchants for weeks together being unable to open their counting-houses or stores, still not the slightest attempt is made to prevent or lessen the evil.



In 1871, according to the commercial report of my predecessor for that year, an important embankment, which might have remedied the existing state of things, was commenced, but on a change of Governor of the province the work was stopped, and all the money which had been expended for so useful a purpose was lost. Since then I am informed that no attempt had been made to recommence this most necessary undertaking.

*Telegraphs.*—The Ottoman line of telegraph from Salonica to the Austrian frontier passes through this place. There is also a line from here to Podgoritza, close to the frontier of Montenegro.

Scutari, June 7, 1875.

## SMYRNA.

*Report by Consul Cumberbatch on the Trade and Commerce of Smyrna  
for the Year 1874.*

THE annexed tables, as compared with those of 1873, show but a small difference in the value of imports, those of 1874 being 28,380*l.* less.

The decrease in the value of exports, however, amounted to the sum of 559,000*l.* sterling, which is attributable to a smaller quantity of goods having been exported from Smyrna in 1874 than in 1873, also on account of the prices of some of the produces of the country having fallen in the principal consuming markets.

The gross amount of tonnage at the port of Smyrna in 1874, shows an increase to the extent of 53,780 tons entered, and of 53,684 tons cleared more than in 1873, as a larger number of vessels arrived which only took small portions of cargoes.

The number of British vessels which entered in 1874 were less than in 1873 by 14 vessels, of 2,485 tons, and those that cleared by 10 vessels less, of 4,210 tons.

The gross amount of the value of imports and exports during the last five years is estimated as follows:—

| IMPORTS. |    |    |    |    |    |    | £         |
|----------|----|----|----|----|----|----|-----------|
| 1870     | .. | .. | .. | .. | .. | .. | 3,007,840 |
| 1871     | .. | .. | .. | .. | .. | .. | 3,760,040 |
| 1872     | .. | .. | .. | .. | .. | .. | 3,460,600 |
| 1873     | .. | .. | .. | .. | .. | .. | 4,518,380 |
| 1874     | .. | .. | .. | .. | .. | .. | 4,490,000 |

| EXPORTS. |    |    |    |    |    |    | £         |
|----------|----|----|----|----|----|----|-----------|
| 1870     | .. | .. | .. | .. | .. | .. | 3,620,450 |
| 1871     | .. | .. | .. | .. | .. | .. | 4,013,280 |
| 1872     | .. | .. | .. | .. | .. | .. | 4,866,800 |
| 1873     | .. | .. | .. | .. | .. | .. | 4,499,000 |
| 1874     | .. | .. | .. | .. | .. | .. | 3,940,000 |

## Gross Amount of Imports at the Port of Smyrna in the Year 1874.

| Articles.               |    |    |    |          | Quantities. | Value.    |
|-------------------------|----|----|----|----------|-------------|-----------|
|                         |    |    |    |          |             | £         |
| Silk, velvet, &c.       | .. | .. | .. | Cases    | 1,270       | 210,000   |
| Cotton goods..          | .. | .. | .. | Bales    | 14,650      | 1,365,800 |
| Glass, hardware, &c.,.. | .. | .. | .. | Cases    | 13,204      | 205,500   |
| Manufactures            | .. | .. | .. | Bales    | 9,280       | 732,200   |
| Cochineal, indigo       | .. | .. | .. | Cases    | 458         | 46,280    |
| Stationery, firearms..  | .. | .. | .. | "        | 2,540       | 28,450    |
| Petroleum               | .. | .. | .. | "        | 94,026      | 47,013    |
| Sugar..                 | .. | .. | .. | Barrels  | 22,224      | 98,600    |
| Rum, brandy, &c.        | .. | .. | .. | "        | 20,774      | 60,450    |
| Russian butter, &c.     | .. | .. | .. | "        | 1,253       | 33,560    |
| Dried fish, &c.         | .. | .. | .. | "        | 6,821       | 17,550    |
| Rice, coffee, &c.       | .. | .. | .. | Bags     | 79,919      | 255,780   |
| Sulphur                 | .. | .. | .. | "        | 14,184      | 7,092     |
| Copper, steel, zinc     | .. | .. | .. | Packages | 32,630      | 234,580   |
| Soap, &c.               | .. | .. | .. | "        | 3,287       | 16,450    |
| Drugs and medicines     | .. | .. | .. | "        | 4,446       | 64,350    |
| Coal, charcoal, &c.     | .. | .. | .. | Tons     | 26,473      | 69,500    |
| Cotton twist            | .. | .. | .. | Bales    | 5,091       | 94,456    |
| Iron, nails, timber     | .. | .. | .. | ..       | ..          | 187,000   |
| Gold watches, &c.       | .. | .. | .. | ..       | ..          | 34,000    |
| Sundries                | .. | .. | .. | ..       | ..          | 681,389   |
| Total                   | .. | .. | .. | ..       | ..          | 4,490,000 |

## Gross Amount of Exports at the Port of Smyrna in the Year 1874.

| Articles.  |    |    |    |           | Quantities. | Value.    |
|--|----|----|----|-----------|-------------|-----------|
|  |    |    |    |           |             | £         |
| Cotton   | .. | .. | .. | Bales     | 57,430      | 631,730   |
| Wool   | .. | .. | .. | "         | 7,121       | 92,570    |
| Madder roots   | .. | .. | .. | "         | 12,084      | 56,200    |
| Carpets  | .. | .. | .. | "         | 1,826       | 120,000   |
| Opium  | .. | .. | .. | Cases     | 3,084       | 513,400   |
| Sponges  | .. | .. | .. | "         | 11,298      | 115,200   |
| Scamony, &c.   | .. | .. | .. | "         | 75          | 3,850     |
| Gums..   | .. | .. | .. | "         | 2,306       | 41,200    |
| Wax  | .. | .. | .. | Sacks     | 705         | 5,850     |
| Liquorice  | .. | .. | .. | Cases     | 6,483       | 19,340    |
| Valonea  | .. | .. | .. | Tons      | 31,600      | 620,000   |
| Oil  | .. | .. | .. | "         | 45          | 1,800     |
| Emery stones   | .. | .. | .. | "         | 4,900       | 22,500    |
| Tobacco  | .. | .. | .. | Bales     | 2,924       | 34,000    |
| Cotton seed  | .. | .. | .. | Tons      | 7,822       | 31,200    |
| Raisins, figs, &c.                                       | .. | .. | .. | "         | 31,000      | 100,800   |
| Wheat, barley, &c.                                       | .. | .. | .. | Imp. qrs. | 75,000      | 82,800    |
| Otto of roses  | .. | .. | .. | Boxes     | 70          | 3,500     |
| Cocoons, &c.   | .. | .. | .. | Cwts.     | 850         | 15,000    |
| Sundries, consisting of wine, yellow berries, galls, &c. | .. | .. | .. | ..        | ..          | 1,429,060 |
| Total  | .. | .. | .. | ..        | ..          | 3,940,000 |

BRITISH and Foreign Shipping which entered the Port of Smyrna  
in 1874.

| Nationality.             | Number of<br>Vessels. | Number of<br>Tons. | Number of<br>Crews. | Invoice Value<br>of Cargoes. |
|--------------------------|-----------------------|--------------------|---------------------|------------------------------|
|                          |                       |                    |                     | £                            |
| British .. ..            | 176                   | 120,545            | 4,085               | 1,234,070                    |
| American .. ..           | 8                     | 2,765              | 77                  | 44,270                       |
| Austrian .. ..           | 183                   | 165,302            | 7,706               | 889,188                      |
| Danish .. ..             | 1                     | 121                | 7                   | In ballast.                  |
| Dutch .. ..              | 12                    | 5,839              | 166                 | 10,371                       |
| Egyptian .. ..           | 108                   | 85,308             | 7,020               | 417,610                      |
| French .. ..             | 106                   | 111,655            | 6,782               | 795,601                      |
| German .. ..             | 3                     | 690                | 23                  | 1,574                        |
| Greek .. ..              | 137                   | 17,611             | 972                 | 88,974                       |
| Italian .. ..            | 70                    | 60,195             | 2,499               | 292,633                      |
| Russian .. ..            | 67                    | 53,030             | 2,656               | 281,636                      |
| Swedish and Norwegian .. | 26                    | 5,146              | 220                 | 20,350                       |
| Turkish .. ..            | 435                   | 65,746             | 4,995               | 313,723                      |
| Total .. ..              | 1,332                 | 693,953            | 37,158              | 4,490,000                    |

BRITISH and Foreign Shipping which cleared from the Port of  
Smyrna in 1874.

| Nationality.             | Number of<br>Vessels. | Number of<br>Tons. | Number of<br>Crews. | Invoice Value<br>of Cargoes. |
|--------------------------|-----------------------|--------------------|---------------------|------------------------------|
|                          |                       |                    |                     | £                            |
| British .. ..            | 179                   | 118,682            | 3,983               | 1,916,310                    |
| American .. ..           | 8                     | 2,765              | 77                  | 41,494                       |
| Austrian .. ..           | 184                   | 165,957            | 7,716               | 524,122                      |
| Danish .. ..             | 1                     | 121                | 7                   | 4,455                        |
| Dutch .. ..              | 13                    | 5,981              | 160                 | 48,468                       |
| Egyptian .. ..           | 106                   | 83,933             | 6,835               | 200,000                      |
| French .. ..             | 105                   | 110,662            | 6,708               | 460,262                      |
| German .. ..             | 3                     | 690                | 23                  | 4,550                        |
| Greek .. ..              | 119                   | 16,540             | 903                 | 46,743                       |
| Italian .. ..            | 72                    | 59,485             | 2,478               | 260,311                      |
| Russian .. ..            | 66                    | 52,956             | 2,666               | 191,145                      |
| Swedish and Norwegian .. | 24                    | 4,593              | 211                 | 42,290                       |
| Turkish .. ..            | 341                   | 59,431             | 4,503               | 199,345                      |
| Total .. ..              | 1,221                 | 631,796            | 36,325              | 3,940,000                    |

## AVERAGE Rates of Freights to England in the Year 1874.

| Articles.              | Per.             | From.                   | To.         |
|------------------------|------------------|-------------------------|-------------|
|                        |                  | £ s. d.                 | £ s. d.     |
| By sailing vessels—    |                  |                         |             |
| Bones .. .. .          | Ton gross weight | 1 10 0                  | 1 15 0      |
| Emery stones .. .. .   | ” ” ..           | 0 2 6                   | 1 0 0       |
| Fruits, dry .. .. .    | ” ” ..           | 1 10 0                  | 3 0 0       |
| Chrome ore .. .. .     | ” ” ..           | 0 5 0                   | 1 10 0      |
| Valonea .. .. .        | ” ” ..           | 1 10 0                  | 2 5 0       |
| By steamers—           |                  |                         |             |
| Carpets .. .. .        | ” measurement    | 1 10 0                  | 1 10 0      |
| Cotton wool .. .. .    | ” ” ..           | 0 15 0                  | 1 5 0       |
| Emery stones .. .. .   | ” gross weight   | 0 5 0                   | 1 0 0       |
| Fruits, dry .. .. .    | ” ” ..           | 1 10 0                  | 4 0 0       |
| Gall nuts .. .. .      | ” ” ..           | 1 10 0                  | 2 10 0      |
| Goats' wool .. .. .    | ” ” ..           | 2 0 0                   | 4 10 0      |
| Gums .. .. .           | ” measurement    | 1 5 0                   | 2 0 0       |
| Madder roots .. .. .   | ” ” ..           | 0 10 0                  | 1 0 0       |
| Opium .. .. .          | ” ” ..           | 7 15 0                  | 7 15 0      |
| Otto of roses .. .. .  | Ad valorem ..    | $\frac{1}{2}$ per cent. | 1 per cent. |
| Scammony .. .. .       | Ton measurement  | 8 10 0                  | 10 0 0      |
| Sheep's wool .. .. .   | ” ” ..           | 0 12 6                  | 1 0 0       |
| Skins .. .. .          | ” gross weight   | 2 0 0                   | 3 0 0       |
| Sponges .. .. .        | ” measurement    | 1 10 0                  | 2 0 0       |
| Valonea .. .. .        | ” gross weight   | 1 5 0                   | 2 10 0      |
| Yellow berries .. .. . | ” ” ..           | 1 10 0                  | 2 10 0      |

## REMARKS ON FREIGHTS, 1874.

Owing to the small crops of grain and of valonea, freights have been throughout the year both low and scarce, and sailing vessels in particular had to wait a long time seeking, before obtaining cargoes for the United Kingdom. During the latter part of the year, steamers have readily found employment for Barcelona in Spain, a good deal of cotton having been shipped from Smyrna to that port.



PRICES of the Principal Imports at the Port of Smyrna in the  
Year 1874.

| Articles.       |          | Price.  |
|-----------------|----------|---------|
|                 |          | £ s. d. |
| Aniseed         | Cwt.     | 3 5 0   |
| Alum ..         | "        | 0 18 0  |
| Arsenic         | "        | 1 15 0  |
| Bagging         | 500      | 28 0 0  |
| Beer ..         | Dozen    | 0 12 0  |
| Brandy          | Gallon   | 0 15 0  |
| Blacking        | Dozen    | 0 10 0  |
| Butter          | 28 lbs.  | 3 0 0   |
| Canvas          | Yard     | 0 0 6   |
| Cassia          | Cwt.     | 6 10 0  |
| Cloves          | "        | 9 0 0   |
| Cochineal       | Lb.      | 10 4 0  |
| Coffee          | Cwt.     | 6 0 0   |
| Copper          | Lb.      | 0 1 8   |
| Copperas        | Cwt.     | 0 14 0  |
| Coals ..        | Ton      | 2 10 0  |
| Cheese          | Cwt.     | 8 0 0   |
| Earthenware ..  | Crates   | 13 0 0  |
| Gins, cotton .. | Piece    | 12 0 0  |
| Gin ..          | Dozen    | 0 10 0  |
| Ginger          | Cwt.     | 3 0 0   |
| Grease          | "        | 2 10 0  |
| Gunpowder ..    | ½-barrel | 0 18 0  |
| Herrings        | Barrel   | 1 4 0   |
| Indigo          | Lb. ..   | 0 14 0  |
| Iron ..         | Ton      | 10 0 0  |
| Lead ..         | Cwt.     | 1 12 0  |
| Nails ..        | "        | 2 4 0   |
| Nutmegs         | "        | 14 0 0  |
| Linseed oil     | Gallon   | 0 6 0   |
| Paint ..        | 28 lbs.  | 0 8 0   |
| Petroleum       | Can      | 0 5 0   |
| Pepper          | Cwt.     | 6 0 0   |
| Pimento         | "        | 4 10 0  |
| Pitch ..        | Barrel   | 2 0 0   |
| Rice ..         | Cwt.     | 1 6 0   |
| Ropes           | "        | 9 0 0   |
| Rum ..          | Gallon   | 0 2 0   |
| Sal ammoniac    | Cwt.     | 2 10 0  |
| Saltpetre       | "        | 2 8 0   |
| Cotton seed     | "        | 0 16 0  |
| Soap ..         | "        | 1 18 0  |
| Steel ..        | "        | 2 5 0   |
| Sugar ..        | "        | 2 3 0   |
| Tea ..          | Lb.      | 0 4 0   |
| Tin plates      | Box      | 2 0 0   |
| " bars          | Cwt.     | 8 5 0   |
| Twine           | "        | 2 10 0  |
| Twist, cotton   | Bundle   | 0 12 0  |
| Wine, sherry .. | Dozen    | 1 18 0  |
| " port ..       | "        | 1 18 0  |
| Wax ..          | Lb. ..   | 0 1 9   |
| Wire ..         | Cwt.     | 2 10 0  |
| Zinc ..         | "        | 2 12 0  |

PRICES of the Principal Exports at the Port of Smyrna in the  
Year 1874.

| Articles.               |                  | Price. |    |    |
|-------------------------|------------------|--------|----|----|
|                         |                  | £.     | s. | d. |
| Barley .. .. .          | Imperial quarter | 1      | 1  | 0  |
| Beans .. .. .           | " .. .           | 1      | 15 | 0  |
| Bones .. .. .           | Ton .. .         | 5      | 5  | 0  |
| Boxwood .. .. .         | " .. .           | 7      | 0  | 0  |
| Carpets .. .. .         | Square pike ..   | 0      | 10 | 0  |
| Chrome ore .. .. .      | Ton .. .         | 3      | 0  | 0  |
| Cocoons .. .. .         | Cwt. .. .        | 30     | 0  | 0  |
| Figs .. .. .            | " .. .           | 1      | 15 | 0  |
| Gall nuts .. .. .       | " .. .           | 2      | 5  | 0  |
| Gums .. .. .            | " .. .           | 18     | 10 | 0  |
| Liquorice paste .. .. . | Case .. .        | 3      | 0  | 0  |
| Madder roots .. .. .    | Cwt. .. .        | 1      | 12 | 0  |
| Opium .. .. .           | Lb. .. .         | 1      | 8  | 0  |
| Otto of roses .. .. .   | Ounce .. .       | 2      | 0  | 0  |
| Resin .. .. .           | Barrel .. .      | 3      | 0  | 0  |
| Raisins, red .. .. .    | Cwt. .. .        | 1      | 2  | 0  |
| " black .. .. .         | " .. .           | 0      | 13 | 0  |
| " sultanas .. .. .      | " .. .           | 2      | 4  | 0  |
| Rags .. .. .            | " .. .           | 0      | 11 | 0  |
| Rugs .. .. .            | Piece .. .       | 3      | 10 | 0  |
| Scamony .. .. .         | Lb. .. .         | 1      | 4  | 0  |
| Seed, cotton .. .. .    | Ton .. .         | 4      | 10 | 0  |
| " canary .. .. .        | Imperial quarter | 3      | 0  | 0  |
| " hemp .. .. .          | " .. .           | 2      | 15 | 0  |
| Silk waste .. .. .      | Lb. .. .         | 1      | 3  | 0  |
| Skins, lamb .. .. .     | 500 .. .         | 30     | 0  | 0  |
| Sponges .. .. .         | Lb. .. .         | 1      | 5  | 0  |
| Storax .. .. .          | Cwt. .. .        | 2      | 0  | 0  |
| Stones, emery .. .. .   | Ton .. .         | 5      | 0  | 0  |
| " white .. .. .         | " .. .           | 4      | 0  | 0  |
| Tobacco .. .. .         | Lb. .. .         | 0      | 5  | 0  |
| Valonea .. .. .         | Ton .. .         | 21     | 0  | 0  |
| Wine .. .. .            | 40 gallons ..    | 1      | 16 | 0  |
| Wool, cotton .. .. .    | Lb. .. .         | 0      | 0  | 6  |
| " goats' .. .. .        | " .. .           | 0      | 6  | 0  |
| " sheep's .. .. .       | " .. .           | 0      | 1  | 0  |
| Yellow berries .. .. .  | Cwt. .. .        | 5      | 15 | 0  |

COASTING TRADE, 1874.

Entered, 2,685 small Turkish and Greek vessels under 30 tons each, which imported barley, wheat, oil, valonea, &c., to the amount of about 24,000*l.* sterling value.

These vessels cleared with goods from Europe to the value of about 12,000*l.* sterling.

Besides the British steamship "Jura," of 225 tons, belonging to Bell's Asia Minor Company, which runs fortnightly between this port and Adalia, calling at Scio, Tchesmè, Samos, Chuluk, Calymnos, Cos, Symi, Rhodes, and Macri. Value of goods imported about 20,000*l.*, exported about 30,000*l.*

Owing, however, to the late competition of the Ottoman Azizieh Company's steamers, calling twice a month at those ports on their way from Constantinople and Smyrna to Syria and back, the steamship "Jura" has been running at a loss in 1874.

## MONTHLY Rates of Exchange in 1874.

|                   | Pias. per £ Sterling. |
|-------------------|-----------------------|
| January .. .. .   | 110½                  |
| February .. .. .  | 110¼                  |
| March .. .. .     | 110                   |
| April .. .. .     | 109½                  |
| May .. .. .       | 109                   |
| June .. .. .      | 109                   |
| July .. .. .      | 109                   |
| August .. .. .    | 109¼                  |
| September .. .. . | 109½                  |
| October .. .. .   | 110                   |
| November .. .. .  | 110                   |
| December.. .. .   | 109½                  |

## GENERAL REMARKS ON THE PRINCIPAL IMPORTS AT THE PORT OF SMYRNA FOR THE YEAR 1874.

*Manufactures.*—Owing to the distress prevailing in the interior of Asia Minor, the consumption of cotton and woollen goods was very small and prices low.

*Colonials.*—Coffee, although more moderate in price than in 1873, the consumption was small.

*Rice.*—In good demand, with a large consumption and high prices in consequence of the part failure of the corn crops in the interior.

*Sugar, &c.*—Low prices with very little consumption.

## REMARKS ON PRODUCE AND AGRICULTURE IN THE DISTRICT OF SMYRNA FOR THE YEAR 1874.

*Barley and Wheat.*—A good crop and prices high. After ample provision was made of barley for the wants of Smyrna and the district, there remained about 30,000 quarters, of which two-thirds were shipped for the United Kingdom and the remainder for the continent.

The wheat crop was small, on account of which the exportation was prohibited, it being on great demand for the centre of Asia Minor in the famine districts. Prices are very high.

*Carpets.*—This article, as in 1873, was in great demand for Europe, particularly for France, consequently a good exportation was made in 1874. Prices have gradually been rising.

*Cotton.*—This crop, as in the year 1873, was middling in quantity but of superior quality. Prices low. About 16,000,000 lbs. shipped from this port, seven-eighths of which for Spain, and the remainder for Germany and Italy, except a very small quantity which was shipped for the United Kingdom.

*Figs.*—A very abundant crop and of very good quality. High prices sustained to the last. As usual, the best quality was principally exported to England and America. There was a greater demand this year than formerly for France and Russia.

Very good profits were realized by the shippers.

*Gall Nuts.*—As in 1873, this crop was very small and prices were very low. A small quantity shipped to France and America.

*Gums.*—A small crop, which was principally exported to Switzerland and America, and a small quantity to the United Kingdom. Prices very high.

*Indian Corn.*—The exportation of this article was also prohibited by the Turkish Government, owing to a small crop, and which was all required for local consumption. Prices high.

*Liquorice*.—A good crop and good prices. A great demand for America, for which country a larger quantity of liquorice roots was shipped than paste, owing to an increased duty having been placed on the latter, also on account of greater facility in extracting the juice in the United States. A small quantity only shipped for England.

*Madder Roots*.—A middling crop; low prices owing to a decreasing demand in England, where aniline is rapidly replacing this dye.

*Oil*.—A good moderate crop, but there being no demand for the European markets, prices ranged low.

*Opium*.—This crop yielded 2,600 baskets of good and fair quality. Prices sustained by several speculators at the beginning of the season, but have fallen since owing to the limited demand for this drug for America and the United Kingdom. A large quantity of the spurious drug has been shipped this year, which has raised the amount exported to about 4,000 baskets, or 3,084 cases. This includes some of the 1873 crop. In 1870, also 4,000 baskets were exported; in 1871, 8,500; in 1872, 4,000; and in 1873, 3,000 baskets.

*Raisins*.—A middling crop; prices higher than 1873. Principally shipped for England and Germany, and a small quantity to France.

*Scamony*.—A very small crop; prices high. Exported to France, England, and Germany.

*Sesame*.—A complete failure, owing to a total want of rain during the summer months. For local consumption sesame was imported from Syria.

*Silk*.—A small portion of very fine quality, but in consequence of no demand from Europe prices ranged low.

*Skins*.—A large supply, but principally from dead cattle. Prices went low.

*Sponges*.—A large supply arrived from the islands, which was not landed as before, but transhipped for Europe; the greater part for the United Kingdom. Prices very high.

*Tobacco*.—Owing to the régime established by the Government, none was exported in 1874. Very little planted by the cultivators on account of the great difficulties and penalties they meet with from the authorities since the régime was established. The crop was small and used for local consumption. The tobacco exported was of the crop of 1873.

*Valonea*.—A middling crop, but of good quality. Prices excessively high, owing to the great demand for the United Kingdom, for which market it is calculated that 18,000 tons were shipped.

*Wool*.—This article, as with skins, was principally from dead sheep, the quality of which is considered very inferior; prices in consequence were low.

*Yellow Berries*.—A good crop, but of inferior quality. Prices low. Small demand for the United Kingdom, the bulk shipped principally to Switzerland, France, and Germany.

#### REMARKS ON AGRICULTURE.

The great drought and the subsequent inundations have combined to retard the sowing of all kinds of grain, so that it is much feared that the crops will be entirely destroyed on whole tracts of land. The wheat, &c., is washed out of the ground, and the earth left on the adjoining field destroying that crop also. I never witnessed this destruction to so great an extent before.

Two-thirds of the cattle, horses, and sheep have been destroyed in several districts. The sheep were first attacked with a disease called

by the natives small-pox, and the cattle having fed upon the new grass in these infected places have been attacked by a sort of typhus fever: the spleen and the inner glands of the legs are filled with a thin threadworm before death. This disease is unknown in this country.

The wild animals, such as wolves, jackals, hyenas, foxes, have also been destroyed to a great extent by feeding upon the carcasses.

The disease in the sheep was brought into this district by the "Yuruks," nomade tribes, which I may say infest the whole of Asia Minor, and who are also noted for their depredations.

The tithes were this year raised from the legal 10 per cent. to 12 per cent. at a time when the peasantry could barely pay the former rate.

#### PUBLIC WORKS.

*Railways.*—The Cassaba extension line to Philadelphia (Alasher), forty-seven miles long, was terminated before the period contracted for, but, owing to some unfortunate misunderstanding, this portion of the line has not yet been opened to the public. It is greatly to be desired that it should be opened, and the extension continued to Ousehak, about seventy-five miles from Philadelphia, as soon as possible. The solidity of this new portion of the line has been fully proved by the late inundations.

The permanent line, fifty-eight miles, has suffered somewhat by the sinking of the earth and bridges. When finished to Ousehak the line will pass through about 180 miles of country. Gross amount of receipts during 1874, 70,221*l.* 3*s.* 5*d.* sterling.

The Aidin Railway, eighty-one miles, has been doing a fair amount of business this year. Extension is greatly required for this line also. Gross amount of receipts for 1874, 76,246*l.* 19*s.* sterling.

*Roads.*—The road between Dikili and Pergamos (of about seventy miles long), and upon which I reported last year as having been completed by a German engineer, is at present in a deplorable state, owing to the insolidity with which the bridges were built, to its not being properly ballasted, and to its being subsequently altogether neglected. The cost of this road to the Imperial Treasury is Turkish 36,000*l.*, about 32,700*l.* sterling, besides the forced labour of the peasantry in that district, who have had to contribute to the making of it six days' work, or 48 *pias.*, equal to 8*s.* 9*d.*

*Quarantine.*—The new quarantine establishment is at length terminated. It is reported by competent persons that it is well constructed. It will accommodate about 400 persons; however I do not consider, from past experience, that it will prove sufficiently extensive in the event of cholera appearing in the Levant. The form of the establishment and the adjoining buildings are very convenient.

*Quay.*—The extra two years granted to this company have expired, but, owing to the dilatory manner in which the works have been carried on, I fear two or three years must elapse before any advantage can be derived from it in a commercial point of view, as the harbour is in a very incomplete state.

*Mines.*—There are three coal seams in the Turbali and Nazli districts; the quality of coal from the former is somewhat superior to that of the other. A shaft has been sunk thirty yards deep in the former by an Austrian merchant, of Smyrna; up to the present time he has extracted from 800 to 900 tons.

The extent of this coal mine has not been ascertained. The great difficulty in working it, and bringing it to Smyrna by horse and rail, a distance of thirty-eight miles, obliges the proprietor to charge the high



price of about 17. 10s. per ton at Smyrna, British coal being 27. 4s. per ton. If the price was lower no doubt a considerable quantity would be burnt at Smyrna in the factories and private dwellings, but owing to the extra quantity required, and the small difference in the price, it would be useless so far as steamers, railway consumption, or exportation are concerned.

*Rivers.*—The deposit from the river Hermus still threatens eventually to close the small entrance at the castle. About five years ago this river broke its bank near the village of Menemen, twenty miles from Smyrna, and finally resumed its ancient course, and formed an exit about seven miles from Smyrna; the alluvial soil is therefore now deposited in the bay in lieu of flowing three miles outside. Owing to the peculiar nature of the soil near Akhissar, sixty miles from this city, through which this river runs beyond Magnesia, the river brings down a very large deposit; throughout the year the water is so turbid that it is unfit for the cattle to drink.

The late governor-general contemplated conducting this river by a canal towards the ancient Phocæa, which would free the bay of the deposit. At present the whole plain is inundated, so it is impossible to say where the mouth may be formed in the spring.

The Meander still remains in the same useless state as hitherto. This river might be rendered of great service if properly cleaned and banked up.

Smyrna, December 31, 1874.

## TRIPOLI (IN SYRIA).

*Report by Vice-Consul Hordern on the Trade and Commerce of Tripoli for the Year 1874.*

THERE is no direct import trade with England. The close proximity of Beyrout, which is the chief emporium of trade in Syria, makes it more advantageous for the traders and shopkeepers of this town to purchase their supplies from thence, where a well stocked market of all descriptions of merchandize is always to be found.

The only exception to this is a few bales of cotton twist which are imported annually for the looms of Hamaoh.

There is a small import trade with France; the principal articles being manufactured silk, sugar, dressed leather, &c. The amount of this trade is about 11,500*l.* annually.

The principal exports from Tripoli are silk, grain, tobacco, sponges, green fruit, and soap to Alexandria. The amount of which will be noticed under their several heads in considering the

## PRODUCTS OF TRIPOLI.

Tripoli is essentially an agricultural district. Its orchards and gardens are very valuable; they are abundantly watered and yield profusely almost every kind of fruit which is known in Syria. Owing to the delicacy of these fruits and the lack of rapid means of communication with other markets, they are to be had in the season for the merest trifle.

Of these gardens the orangeries form a principal portion, and the fruit which they yield enjoys a just celebrity in the country.

For some years the export of oranges and lemons to Odessa and Constantinople has been acquiring an increasing importance, and proprietors of gardens have found it advantageous to give attention to the cultivation of this fruit to the neglect of the mulberry, which has not been satisfactory of late years.

Not to speak of the result to the merchant, this trade is a valuable resource to the town as giving employment to large numbers of persons for gathering, packing, boxmaking, &c.

The fruit is packed in boxes of from 250 to 300 each, and costs per box from 28 to 35 piastres.

The export has, however, fallen off considerably this season, and is showing symptoms of an overdone trade.

Oranges and lemons exported during the season 1874-5—

|                                      | Boxes. |
|--------------------------------------|--------|
| Odessa .. .. .                       | 19,300 |
| Constantinople and other parts .. .. | 9,300  |
|                                      | <hr/>  |
|                                      | 28,600 |

The value of this product to the town of Tripoli is estimated approximately at from 50,000*l.* to 60,000*l.* This amount must be understood to represent the revenue of all the fruit orchards and gardens of Tripoli.

*Olive Oil.*—Tripoli possesses extensive olive groves which are the source of abundant revenues to the town. The average annual yield is about 1,500,000 okes, equivalent to 409,000 gallons, the value of which is estimated at from 55,000*l.* to 60,000*l.*

The gathering of the olives takes place in November and December, and finds employment for numbers of women and boys from all parts of the neighbouring mountains. Each labourer receives for a day's work a small measure of olives.

The fruit which has fallen from the trees either from over-ripeness or shaken off by the wind is first gathered; afterwards the trees are beaten.

In seasons when heavy rains come on before the time of ingathering, large quantities of olives are washed away and are carried by the streams to the sea, whence they are again washed up on to the shore. At these times numbers of poor people may be seen gleaning all along the seaboard, and many eke out a scanty livelihood thereby.

The last harvest has been very abundant, it is estimated at 1,820,000 okes, equivalent to 496,300 gallons. Prices have, however, ruled proportionately low; from 3 *pias.* to 3½ *pias.* have been obtained, which is equivalent to 2*s.* to 2*s.* 3*d.* per gallon.

The value of olive oil has considerably depreciated in this country since the introduction, some twelve years ago, of petroleum. Previous to that time olive oil was almost universally employed for lighting; it is now entirely superseded for this purpose by the more brilliant and less expensive mineral oil, which has found its way into every village in Syria.

The export of olive oil has also entirely fallen away during the last few years. These causes effect quite a depression in this article.

About two-thirds of the quantity produced in this district is used in the manufacture of soap, for which Tripoli has reputation, the quantity manufactured annually is about 6,000,000 okes. It is exported to Egypt, Barbary, and various parts of Syria.

*Cereals.*—The last wheat harvest was inferior to some of the preceding ones; it yielded about 50,000 shumbols, Tripoli measure, which is equivalent to about 40,000 quarters, and valued at from 50,000*l.* to 60,000*l.*

*Barley.*—This harvest has also been short of previous years. It is estimated at 20,000 shumbols, which represents a value of 10,000*l.*

*Indian Corn.*—The harvest of maize has been abundant, not less than 50,000 to 60,000 shumbols, corresponding to from 40,000 to 45,000 quarters, were gathered in, representing a value of 30,000*l.* to 35,000*l.*

*White Indian Corn or Durra* has been less satisfactory, the amount gathered in not exceeding 20,000 quarters.

*Sesame Seed.*—This produce is very limited in this district. The harvest is estimated at 2,000 shumbols, representing a value of 5,000*l.*

There is very little grain exported from Tripoli; the produce is nearly all consumed in the country. Shipments are, however, occasionally made to Liverpool when bounteous harvests have reduced prices to a low figure, but it is by no means a regular trade.

Want of roads to communicate freely with the interior, thereby equalizing prices, opposes the great obstacle to this being a corn-growing country for export. During the winter months communication with the grain-growing districts is frequently cut off; merchants speculate upon this, and it is not an unusual thing in the winter to see grain sold at famine prices at Tripoli whilst abundance is lying in the interior.

*Cocoons and Silk.*—The last harvest of cocoons was fair and better than that of the preceding year, but prices have been very depressed and continue so. The quantity produced at Tripoli and surrounding districts is estimated at 250,000 to 300,000 okes, which, based upon last year's prices, represents a value of 40,000*l.* to 45,000*l.* They are exported exclusively to Marseilles. There are two small silk spinning factories in this district whose yarn is spun for the Lyons market.

Silk is also spun on the primitive native principle. About 9,000 okes of yarn are produced in this way, 5,000 of which are exported to Egypt, and 4,000 used in the looms of the country in the manufacture of girdles, kefish, &c.

*Tobacco.*—The cultivation of this plant has diminished last year to about one-fourth of previous years. The cause is to be found in the régime which was introduced last Spring, and the import duty of 20 piastres per oke imposed by the Khedive about the same time.

I have already considered these innovations at length in a former report.

The quantity of tobacco cultivated last year in Lebanon and the districts of Akkar and Safita (Government of Tripoli), was 266,000 okes, representing a value of 3,200,000 piastres.

About 200,000 okes was exported to Egypt and elsewhere, and the rest consumed in the country.

The quantities grown in Akkar and Safita are inferior to those produced in the Lebanon, and are very little esteemed by the consumer of this country, whose taste has been formed by the fine aromatic description of Gebeil and the Coura.

It is exported to Egypt, and, under the régime, is sold locally in sealed packets to the common people.

*Sponges.*—Sponge diving forms the principal resource of the inhabitants of the port of Tripoli, and for six months in the year, from about the middle of April (sometimes later according to the season) nearly all the male population from sixteen years of age to forty are engaged in it.

The fisheries extend from Batroun to Lattakia.

The quantity obtained varies very much according to the season, but may be put down at 20,000 to 28,000 okes.

The value of the last harvest based upon the tithes was 20,000 Napoléons:

It is impossible to give the price of this article in detail; so much depends upon the form and quality of the sponge, and the limits are too wide apart to allow of any accurate basis. The value can only be known at all correctly in bulk.

The sale of sponges is effected in lots composed of the three descriptions; viz., fine white quality, red or bath sponge, common, used for household purposes, and the practised eye of the merchant is enabled to estimate the value of a lot very accurately.

The export last year was 17,500 okes, about two-thirds of which to Marseilles and one-third to Trieste.

In considering the resources of the port of Tripoli, shipbuilding should not be overlooked. This is the principal port on the coast of Syria for this branch of industry; and sailing craft of all dimensions, from the fisherman's and sponge-diver's boats to vessels of 250 tons are launched annually.

The shipbuilders of Tripoli bear the palm over all others in Syria, and its mariners have the reputation of being the most expert.

Tripoli is also a market for the produce of the agricultural districts of Hamah and Hama, the amount of which may be stated at 35,000

to 40,000 quarters of wheat and about 7,000 quarters of barley, besides Indian corn, representing a total value of 60,000*l.* to 70,000*l.*

The industries of Hamah and Homs deserve notice. These towns, the centres of a considerable trade with the neighbouring Bedouin Arabs and surrounding agricultural districts, possess about 2,000 looms, employing upwards of 4,500 weavers, who receives from 3 fr. to 10 fr. per day wages.

The products of these looms are cotton and silk fabrics of various descriptions, kefichs, and other articles of oriental costume in every variety of quality and design to meet the requirements of all classes from the Arab shepherd to the Sheikh and Emir.

The towelling of silk and cotton mixed is a speciality of these looms, and is highly esteemed throughout the country; they are to be seen in all the baths and barbers' shops from Constantinople to Cairo.

Hamah and Homs have a population, jointly, of about 90,000 inhabitants, of whom about 20,000 are Christians.

The climate is salubrious, and it is speaking within the mark to say that these towns are second to none in Syria for prosperity.

Tripoli, March 6, 1875.



## UNITED STATES.

## SAN FRANCISCO.

*Report by Consul Booker on the Trade and Commerce of Washington Territory for the Year 1874.*

THE following exhibit gives the foreign arrivals and departures from Puget Sound during the year:—

## ENTERED.

| Nationality of Vessels. | Direct Trade. |        | Indirect Trade. |        | Total.   |        |
|-------------------------|---------------|--------|-----------------|--------|----------|--------|
|                         | Vessels.      | Tons.  | Vessels.        | Tons.  | Vessels. | Tons.  |
| Great Britain ..        | 48            | 6,603  | ..              | ..     | 48       | 6,603  |
| United States ..        | ..            | ..     | 245             | 71,877 | 245      | 71,877 |
| Peru .. ..              | 1             | 1,503  | 1               | 595    | 2        | 2,098  |
| Nicaragua ..            | ..            | ..     | 9               | 9,069  | 9        | 9,069  |
| Chili .. ..             | 3             | 2,211  | ..              | ..     | 3        | 2,211  |
| Guatemala ..            | ..            | ..     | 1               | 696    | 1        | 696    |
| Hawaiian Islands ..     | ..            | ..     | 2               | 837    | 2        | 837    |
| Germany .. ..           | ..            | ..     | ..              | ..     | ..       | ..     |
| Total .. ..             | 52            | 10,317 | 258             | 83,074 | 310      | 93,391 |

## CLEARED.

| Nationality of Vessels. | Direct Trade. |        | Indirect Trade. |        | Total.   |         |
|-------------------------|---------------|--------|-----------------|--------|----------|---------|
|                         | Vessels.      | Tons.  | Vessels.        | Tons.  | Vessels. | Tons.   |
| Great Britain ..        | 48            | 7,187  | 3               | 1,598  | 51       | 8,785   |
| United States ..        | ..            | ..     | 269             | 81,020 | 269      | 81,020  |
| Peru .. ..              | 1             | 1,504  | 1               | 595    | 2        | 2,099   |
| Nicaragua ..            | ..            | ..     | 11              | 10,536 | 11       | 10,536  |
| Chili .. ..             | 3             | 2,211  | ..              | ..     | 3        | 2,211   |
| Guatemala ..            | ..            | ..     | 1               | 676    | 1        | 676     |
| Hawaiian Islands ..     | ..            | ..     | 4               | 1,923  | 4        | 1,923   |
| Germany .. ..           | ..            | ..     | 1               | 459    | 1        | 459     |
| Total .. ..             | 52            | 10,902 | 290             | 96,807 | 342      | 107,709 |

A large proportion of the trade represented in the foregoing tabular statement consists of steam communication with Victoria, British Columbia, the arrivals therefrom amounting to 275 vessels, measuring 67,119 tons, and the departures to the port to 298 vessels, measuring 86,281 tons.

The description, value, and destination of the exports from Puget Sound to foreign countries are given below :—

|  | £      |
|--|--------|
| Lumber to New Zealand .. .. .                        | 2,230  |
| „ Australia .. .. .                                  | 6,860  |
| Salmon to Australia .. .. .                          | 780    |
| Furs, produce, and live stock to British Columbia .. | 59,035 |
| Lumber to Hawaiian Islands .. .. .                   | 5,515  |
| „ Society Islands .. .. .                            | 360    |
| „ Chili .. .. .                                      | 17,505 |
| „ Peru .. .. .                                       | 7,320  |
| „ Japan .. .. .                                      | 750    |
| „ and spars to China .. .. .                         | 2,490  |
| „ „ Great Britain .. .. .                            | 1,010  |

The lumber trade has increased considerably, and, besides that shipped to foreign countries, the value of which is given in the foregoing exhibit, there were received at this port from Washington Territory 123,000,000 feet (board measurement) of rough and dressed pine, 10,000,000 feet of rough and dressed spruce, besides some quantity of other descriptions of lumber, the value of which must approximate to 300,000*l*.

In the year, 9,027 tons of coal were received from Seattle, in Puget Sound, and 13,685 tons from Bellingham Bay, on the west coast of the Territory.

The foreign direct imports have not exceeded 10,000*l*. in value, whilst the imports from San Francisco, it is estimated, have amounted to nearly 450,000*l*.

San Francisco, May 31, 1875.

# VENEZUELA.

## CIUDAD BOLIVAR.

*Report by Vice-Cousul Mathison on the Trade and Commerce of Ciudad Bolivar, for the Year 1874.*

RETURN of all the Shipping engaged in the Import and Export Trade at the Port of Ciudad Bolivar, during the Year ended the 31st December, 1874.

### ENTERED.

| Nationality of Vessels. | With Cargoes. |           |        | In Ballast. |          |        | Total.   |           |        |
|-------------------------|---------------|-----------|--------|-------------|----------|--------|----------|-----------|--------|
|                         | Vessels.      | Tons.     | Crews. | Vessels.    | Tons.    | Crews. | Vessels. | Tons.     | Crews. |
| British ... ..          | 8             | 1,422'92  | 70     | 1           | 108'54   | 8      | 9        | 1,531'52  | 78     |
| Venezuelan ... ..       | 30            | 5,086'32  | 475    | 1           | 103'38   | 8      | 31       | 5,189'70  | 483    |
| German ... ..           | 13            | 2,743'18  | 109    | ...         | ...      | ...    | 13       | 2,743'18  | 109    |
| American... ..          | 3             | 725'25    | 33     | ...         | ...      | ...    | 3        | 725'25    | 33     |
| French ... ..           | ...           | ...       | ...    | 6           | 991'67   | 60     | 6        | 991'67    | 60     |
| Danish ... ..           | 4             | 700'86    | 32     | ...         | ...      | ...    | 4        | 700'86    | 32     |
| Spanish ... ..          | 1             | 161'66    | 8      | ...         | ...      | ...    | 1        | 161'66    | 8      |
| Total ... ..            | 59            | 10,840'37 | 727    | 8           | 1,203'65 | 76     | 67       | 12,044'08 | 803    |

### CLEARED.

| Nationality of Vessels. | With Cargoes. |           |        | In Ballast. |          |        | Total.   |           |        |
|-------------------------|---------------|-----------|--------|-------------|----------|--------|----------|-----------|--------|
|                         | Vessels.      | Tons.     | Crews. | Vessels.    | Tons.    | Crews. | Vessels. | Tons.     | Crews. |
| British ... ..          | 9             | 1,536'58  | 78     | ...         | ...      | ...    | 9        | 1,536'58  | 78     |
| Venezuelan ... ..       | 35            | 5,356'62  | 493    | 3           | 345'63   | 31     | 38       | 5,702'31  | 524    |
| German ... ..           | 8             | 1,926'56  | 68     | 2           | 287'70   | 16     | 10       | 2,214'32  | 84     |
| American... ..          | 3             | 725'25    | 33     | ...         | ...      | ...    | 3        | 725'25    | 33     |
| French ... ..           | 6             | 991'67    | 60     | ...         | ...      | ...    | 6        | 991'67    | 60     |
| Danish ... ..           | 1             | 191'46    | 8      | 2           | 317'88   | 16     | 3        | 509'40    | 24     |
| Spanish ... ..          | ...           | ...       | ...    | 1           | 161'66   | 8      | 1        | 161'66    | 8      |
| Total ... ..            | 62            | 10,728'42 | 740    | 8           | 1,113'05 | 71     | 70       | 11,841'47 | 811    |

## No. II.—IMPORTS.

## VESSELS Entered with Cargo.

| From what Place Imported | Number of Vessels. | Nationality.     | Tons.     |
|--------------------------|--------------------|------------------|-----------|
| Trinidad .. ..           | 2                  | British .. ..    | 211·92    |
|                          | 26                 | Venezuelan .. .. | 4,550·60  |
|                          | 2                  | German.. ..      | 532·38    |
| Demerara .. ..           | 4                  | British .. ..    | 447·80    |
|                          | 4                  | Venezuelan .. .. | 535·66    |
|                          | 2                  | British .. ..    | 763·14    |
| New York.. ..            | 3                  | American .. ..   | 725·25    |
|                          | 8                  | German.. ..      | 1,505·32  |
| Hamburg .. ..            | 4                  | Danish .. ..     | 700·86    |
| Bremen .. ..             | 2                  | German.. ..      | 578·52    |
| France, Marseilles .. .. | 1                  | „ .. ..          | 126·84    |
| Spain, Barcelona .. ..   | 1                  | Spanish.. ..     | 161·66    |
| Total .. ..              | 59                 |                  | 10,840·37 |

## No. III.—EXPORTS.

## VESSELS Cleared with Cargo.

| To what Port.             | Number of Vessels. | Nationality.     | Tons.     |
|---------------------------|--------------------|------------------|-----------|
| Trinidad .. ..            | 28                 | Venezuelan .. .. | 4,617·90  |
| Demerara .. ..            | 7                  | British .. ..    | 773·54    |
|                           | 7                  | Venezuelan .. .. | 738·66    |
|                           | 4                  | German.. ..      | 901·02    |
| Hamburg .. ..             | 1                  | Danish .. ..     | 191·46    |
| Bremen .. ..              | 3                  | German.. ..      | 779·78    |
| St. Thomas .. ..          | 1                  | „ .. ..          | 245·70    |
| French Colonies, Cayenne. | 6                  | French .. ..     | 991·67    |
|                           | 2                  | British .. ..    | 763·14    |
| New York.. ..             | 3                  | American .. ..   | 725·25    |
| Total .. ..               | 62                 |                  | 10,728·42 |

RETURN of the Shipping Employed in the Coasting Trade at the Port of Ciudad Bolivar, during the year ended the 31st December, 1874.

## ENTERED.

| Nationality of Vessels. | With Cargoes. |          |        | In Ballast. |       |        | Total.   |          |        |
|-------------------------|---------------|----------|--------|-------------|-------|--------|----------|----------|--------|
|                         | Vessels.      | Tons.    | Crews. | Vessels     | Tons. | Crews. | Vessels. | Tons.    | Crews. |
| Venezuelan ... ..       | 20            | 1,430·39 | 134    | ...         | ...   | ...    | 20       | 1,430·39 | 134    |

## CLEARED.

| Nationality of Vessels. | With Cargoes. |        |        | In Ballast. |        |        | Total.   |        |        |
|-------------------------|---------------|--------|--------|-------------|--------|--------|----------|--------|--------|
|                         | Vessels.      | Tons.  | Crews. | Vessels.    | Tons.  | Crews. | Vessels. | Tons.  | Crews. |
| Venezuelan ... ..       | 3             | 224·08 | 20     | 8           | 647·58 | 58     | 11       | 871·64 | 78     |

No. V.—STATEMENT of the Gold from the Caratal Mines shipped by the Merchants at this Port during the Year ended the 31st December, 1874.

|                 |    |    |    |    |    | Ounces.   |
|-----------------|----|----|----|----|----|-----------|
| January .. ..   | .. | .. | .. | .. | .. | 3,587·80  |
| February .. ..  | .. | .. | .. | .. | .. | 4,577·47½ |
| March .. ..     | .. | .. | .. | .. | .. | 6,247·94¼ |
| April .. ..     | .. | .. | .. | .. | .. | 800·96    |
| May .. ..       | .. | .. | .. | .. | .. | 5,876·83½ |
| June .. ..      | .. | .. | .. | .. | .. | 3,761·00½ |
| July .. ..      | .. | .. | .. | .. | .. | 4,819·92¾ |
| August .. ..    | .. | .. | .. | .. | .. | 6,556·85  |
| September .. .. | .. | .. | .. | .. | .. | 4,181·59½ |
| October .. ..   | .. | .. | .. | .. | .. | 5,803·16  |
| November .. ..  | .. | .. | .. | .. | .. | 4,781·80  |
| December .. ..  | .. | .. | .. | .. | .. | 4,703·19  |
| Total .. ..     | .. | .. | .. | .. | .. | 55,698·04 |



No. VI.—STATEMENT of the Nature, Quantity, and Value of all the Productions exported to New York from the Port of Ciudad Bolivar, during the Year ended the 31st December, 1874.

| Nationality.  | Number of Vessels. | Tons.    | Crews. | Indigo. | Simarusa. | Gold.    | Bitters. | Horns.  | Old Copper. | Cedar Logs. | Hides.  |         |
|---------------|--------------------|----------|--------|---------|-----------|----------|----------|---------|-------------|-------------|---------|---------|
|               |                    |          |        | Lbs.    | Lbs.      | Ounces.  | Cases.   | Number. | Lbs.        | Number.     | Number. | Lbs.    |
| British ..    | 2                  | 763.14   | 22     | 2,865   | 6,793     | 938.35   | 2,200    | 1,000   | 2,814       | 122         | 12,559  | 264,062 |
| American ..   | 3                  | 725.25   | 33     | 496     | 3,460     | 1,499.44 | 1,800    | ..      | ..          | ..          | 15,216  | 327,446 |
| Venezuelan .. | 1                  | 117.02   | 15     | ..      | ..        | ..       | ..       | ..      | ..          | ..          | ..      | ..      |
| Total ..      | 6                  | 1,605.41 | 70     | 3,361   | 10,253    | 2,437.79 | 4,000    | 1,000   | 2,814       | 122         | 27,775  | 591,508 |

| Nationality.  | Deer Skins. | Balsam Capivi. | Cotton. | Tobacco. | Caoutchouc. | Coffee. | Monca Beans. | Cocoa. | Value.     |
|---------------|-------------|----------------|---------|----------|-------------|---------|--------------|--------|------------|
|               | Number.     | Lbs.           | Bales.  | Baskets. | Lbs.        | Bags.   | Lbs.         | Bags.  | Dol. c.    |
| British ..    | 31,140      | 64,139         | 282     | 16       | 3,512       | 1,399   | 149,993      | 54     | 163,840 20 |
| American ..   | 29,852      | 66,828         | ..      | ..       | 1,521       | 352     | 39,519       | ..     | 162,593 74 |
| Venezuelan .. | ..          | ..             | ..      | ..       | ..          | ..      | ..           | ..     | 3,279 52   |
| Total ..      | 60,992      | 130,967        | 282     | 16       | 5,033       | 1,751   | 189,512      | 54     | 329,713 46 |

Exchange 5 dol. 20 c. per 1L., equal 63,406L. 8s. 8d.

No. VII.—STATEMENT of the Produce brought to this Port from the States of Zamora and Apure by the Venezuelan Steamers "San Fernando" and "Nutrias" during the Year ended the 31st December, 1874.

|                  |             |        |       | "San<br>Fernando." | "Nutrias." | Total. |
|------------------|-------------|--------|-------|--------------------|------------|--------|
| Tobacco .. ..    | Baskets ..  | 3,721  | 1,223 | 4,944              |            |        |
| Deer skins .. .. | Number ..   | 12,650 | 3,135 | 15,785             |            |        |
| Hides .. ..      | " ..        | 2,821  | 887   | 3,708              |            |        |
| Coffee .. ..     | Bags ..     | 2,911  | 573   | 3,484              |            |        |
| Corn .. ..       | " ..        | 120    | 99    | 219                |            |        |
| Beans .. ..      | " ..        | 59     | 17    | 76                 |            |        |
| Cocoa .. ..      | " ..        | 61     | 147   | 208                |            |        |
| Starch .. ..     | " ..        | 63     | ..    | 63                 |            |        |
| Cotton .. ..     | Bales ..    | 1,743  | 2,367 | 4,110              |            |        |
| Lard .. ..       | Demijohns.. | 239    | 94    | 333                |            |        |

TERRITORIAL Division and Population of the State of Guayana  
according to the last Census.

| Departments.             | Cities.        | Towns.    | Villages.           | Houses. | Population. | Total. |
|--------------------------|----------------|-----------|---------------------|---------|-------------|--------|
| Heres ... ..             | Ciudad Bolivar | ...       | ...                 | 1,307   | 8,486       | 12,359 |
|                          |                |           | Victoria ... ..     | 150     | 927         |        |
|                          |                |           | Carolina ... ..     | 121     | 425         |        |
|                          |                |           | Barceloneta ... ..  | 112     | 621         |        |
|                          |                |           | Moitaco ... ..      | 107     | 517         |        |
|                          |                |           | Borbon ... ..       | 74      | 485         |        |
|                          |                |           | La Piedra ... ..    | 30      | 170         |        |
|                          |                |           | Pururai ... ..      | 49      | 327         |        |
|                          |                |           | Aripao ... ..       | 32      | 216         |        |
|                          |                |           | Maripa ... ..       | 30      | 185         |        |
| Guzman Blanco            | ...            | Upata ... | ...                 | 488     | 3,209       | 5,917  |
|                          |                |           | San Felix ... ..    | 143     | 689         |        |
|                          |                |           | Miamo ... ..        | 56      | 452         |        |
|                          |                |           | Cupapul ... ..      | 90      | 593         |        |
|                          |                |           | El Palmar ... ..    | 141     | 974         |        |
| Roscio ... ..            | ...            | ...       | New Providence ...  | 428     | 2,701       | 6,885  |
|                          |                |           | Guacipati ... ..    | 316     | 1,970       |        |
|                          |                |           | Pastora ... ..      | 94      | 684         |        |
|                          |                |           | Tumeremo ... ..     | 127     | 774         |        |
|                          |                |           | Guri ... ..         | 70      | 568         |        |
|                          |                |           | Tupuquen ... ..     | 33      | 188         |        |
| Cedeno ... ..            | ...            | ...       | Caicara ... ..      | 260     | 1,346       | 3,126  |
|                          |                |           | Urbana ... ..       | 191     | 897         |        |
|                          |                |           | Altagracia ... ..   | 54      | 378         |        |
|                          |                |           | Cuchivero ... ..    | 84      | 505         |        |
| Zea ... ..               | ...            | ...       | Piacoa ... ..       | 206     | 1,165       | 5,766  |
|                          |                |           | Curiaipo ... ..     | 264     | 2,285       |        |
|                          |                |           | Zacupana ... ..     | 62      | 828         |        |
|                          |                |           | Pedernales ... ..   | 276     | 1,488       |        |
| Rio Negro Ter-<br>ritory | ...            | ...       | San Fernando ... .. | ...     | 269         | 528    |
|                          |                |           | Maroa ... ..        | ...     | 36          |        |
|                          |                |           | San Carlos ... ..   | ...     | 223         |        |
|                          |                |           |                     |         |             | 34,581 |

IMPORTS.

No statistics are published to allow an exact estimate of their value being arrived at. The Collector of Customs refused to supply me with the statements kept in the custom-house, regarding the trade

of this Vice-Consular District. The gross amount can, however, be fairly estimated at about 200,000%.

The imports from different countries were made by fifty-nine vessels, with 10,840·37 tons, as specified in Return No. II; of these, thirty-eight, with 6,278·54 tons, were employed in the trade with the British colonies.

The new custom-house laws, in force since November last, are unfavourable to the trade carried on with the colonies, as they establish a differential duty on imports from the West Indies and exact more complicated forms of documents than those required from European or North American ports.

#### EXPORTS.

According to the new revenue laws, produce is exempt from export duty, and notwithstanding, indigo, cotton, cocoa, coffee, hides, and deer skins are subject to a transit duty of 4s. the 100 kilos.

Cotton and bullion are exported to the United Kingdom, via Trinidad. Indigo, simaruba, bitters, horns, hides, deerskins, balsam capivi, varinas tobacco, coatchouc, coffee, tonca beans, and cocoa to Bremen, Hamburg, and New York; and cattle to the British and French colonies.

Ciudad Bolivar, May 15, 1875.

## LA GUAIRA.

*Report by Vice-Consul Ackers-Cage on the Trade and Commerce of La Guaira for the Year 1874.*

As regards the mercantile community of La Guaira, the year of 1874, if compared with the preceding year of 1873, cannot be considered to have been a good one, particularly owing to the low prices the principal exportable products of Venezuela have obtained in foreign markets. Coffee, which was first bought at very high prices here, by the great fall in its price abroad not long afterwards, was the occasion of very heavy losses, whilst neither cacao nor cotton have had any increase in their price during the whole twelve months; to which unfortunate circumstances must be added the civil warfare which, commencing in October, lasted throughout the year, and made a great difference in the sale of imported goods to such an extent, that I believe I do not exaggerate in stating that they did not amount during the last quarter of 1874 to one-fourth of what they usually amount to during the same epoch in good business years.

As regards the revenue, however, the returns cannot be considered to be unsatisfactory; those of the maritime custom-house for the financial year of 1874, showing an amount of 1,883,689 dol. 8 c., or 362,247*l.* 18*s.*, subdivided as follows:—

| DUTIES.                           |    |    |    | Dol.      | c. |
|-----------------------------------|----|----|----|-----------|----|
| Importation                       | .. | .. | .. | 1,470,629 | 81 |
| Use of stores                     | .. | .. | .. | 212,479   | 42 |
| Coasting trade                    | .. | .. | .. | 78,526    | 57 |
| Licence for loading and unloading | .. | .. | .. | 41,064    | 04 |
| Tonnage                           | .. | .. | .. | 22,229    | 94 |
| Salt                              | .. | .. | .. | 12,476    | 22 |
| Wharf (exportation)               | .. | .. | .. | 37,865    | 88 |
| Lighthouse                        | .. | .. | .. | 4,412     | 14 |
| Storage                           | .. | .. | .. | 523       | 39 |
| Navigation licence                | .. | .. | .. | 805       | 65 |
| Fines                             | .. | .. | .. | 4,831     | 52 |
| Government stamp paper            | .. | .. | .. | 2,344     | 00 |
| Total..                           | .. | .. | .. | 1,883,689 | 08 |

which, as compared with the financial year of 1873, shows an increase in 1874 of 105,287 dol. 44 c., or 20,247*l.* 11*s.* 8*d.* The financial year here ends on the 30th of June of each year. I have tried to ascertain the amount of the revenue, &c., for the year ending December 31, 1874, but have been unable to obtain correct statistical data. However, basing my calculation upon the amount (which has been published) received by the Treasury of Public Works, I make the amount of the revenue of the maritime custom-house of La Guaira for the last six months of 1874 to be 738,370 dol. 15 c., which, added to the revenue for the first six months of 1874, viz., 1,031,415 dol. 27 c., as published by the Board of Public Credit, gives a total of 1,769,785 dol. 42 c., or 340,343*l.* 7*s.*, for the year ending December 31, 1874, and which, as compared with the year 1873, shows a difference against 1874 amounting to 92,734 dol. 22 c. or 17,833*l.* 10*s.* 1*d.*

And so with respect to the returns from the inland custom-house, which from January to June, 1874, produced 163,230 dol. 42 c., and from July to December, 1874, produced 107,089 dol. 41 c., making altogether the amount of 270,319 dol. 83 c., or 51,984*l.* 11*s.* 8*d.*, and which as compared with the corrected returns for 1873, viz., 149,620 dol. 21 c. from January to June, and 127,045 dol. 43 c., from July to December, altogether 276,665 dol. 64 c., or 53,204*l.* 18*s.* 7*d.*, shows a difference against the year ending December 31, 1874, amounting to 6,245 dol. 81 c., or 1,201*l.* 2*s.* 4*d.*

And adding together the two amounts gives a total amount of 98,980 dol. 03 c., or 19,034*l.* 12*s.* 5*d.*, against the year 1874.

I have been informed that the value of merchandise imported and of products exported during the year ended December 31, 1874, is, respectively, 4,090,203 dol., or 786,577*l.* 10*s.*, and 4,482,981 dol. 70 c., or 862,111*l.* 17*s.* 4*d.*, but I must state that I have reason to doubt the correctness of the figures, and if I give them at all it is as furnishing some data, or as approximate amounts, on which no reliance need be placed, nor would they, even if correct according to the books of the custom-house, be very trustworthy either, for I do not believe merchants here give in their manifests true amounts, and as the system on which the Venezuelan tariff is based is that of gross weight, no great importance has so far been attached to the real value, particularly of imported goods.

However, the export of produce during the year 1874, has been in general greater than in 1873, and I need only cite some of the principal kinds as an example.

ENTERED the Port of La Guaira for Exportation.

|              |    |    |          | 1873.  | 1874.  |
|--------------|----|----|----------|--------|--------|
| Cotton .. .. | .. | .. | Bales .. | 10,366 | 14,256 |
| Cacao .. ..  | .. | .. | Bags ..  | 33,741 | 42,785 |

But I must except coffee, which turned out to be a poor crop, principally on account of continuous rains at an unseasonable time.



## MOVEMENTS IN SHIPPING DURING 1874.

The movement in shipping of this port during the year 1874, which also gives some idea of its commerce, may be seen from the following table:—

## ENTERED.

| Nationality.                 | Schooners. | Brigs. | Barques. | Steamers. | Total. |
|------------------------------|------------|--------|----------|-----------|--------|
| Foreign vessels, laden—      |            |        |          |           |        |
| British .. .. .              | 1          | 19     | ..       | 41        | ..     |
| Spanish .. .. .              | 5          | 16     | 2        | ..        | ..     |
| Swedish .. .. .              | 14         | ..     | ..       | ..        | ..     |
| Italian .. .. .              | ..         | 2      | 3        | ..        | ..     |
| French .. .. .               | ..         | 9      | 8        | 27        | ..     |
| German .. .. .               | ..         | 15     | ..       | 26        | ..     |
| Dutch .. .. .                | 11         | 1      | ..       | ..        | ..     |
| Austrian .. .. .             | ..         | 3      | ..       | ..        | ..     |
| Danish .. .. .               | 1          | 10     | 2        | ..        | ..     |
| North American .. .. .       | 8          | 4      | 6        | 2         | ..     |
| Total .. .. .                | 40         | 78     | 21       | 96        | 235    |
| Foreign vessels, in ballast— |            |        |          |           |        |
| British .. .. .              | 2          | ..     | ..       | 1         | ..     |
| Dutch .. .. .                | 15         | ..     | ..       | ..        | ..     |
| Danish .. .. .               | ..         | 10     | ..       | ..        | ..     |
| Spanish .. .. .              | 3          | 5      | ..       | ..        | ..     |
| German .. .. .               | ..         | 1      | 2        | 1         | ..     |
| Swedish .. .. .              | 1          | 2      | ..       | ..        | ..     |
| French .. .. .               | ..         | ..     | 1        | 3         | ..     |
| North American .. .. .       | ..         | ..     | ..       | 1         | ..     |
| Total .. .. .                | 21         | 18     | 3        | 6         | 48     |
| Venezuelan vessels—          |            |        |          |           |        |
| Laden .. .. .                | 449        | ..     | ..       | 5         | 454    |
| In ballast .. .. .           | 47         | ..     | ..       | 11        | 58     |
| Total vessels .. .. .        | ..         | ..     | ..       | ..        | 795    |

And which number of vessels, excepting sixteen, left the port during the year.

## PUBLIC WORKS.

Public works have continued to be attended to up to October last when owing to the civil warfare above referred to, all disbursements on that account were ordered to be stopped. In this district however, during the year 1874, the following expenses were incurred, viz.:—

|   | Dol.   | c. |
|---|--------|----|
| Southern cartroad .. .. .               | 10,427 | 26 |
| Macuto .. .. .                          | 11,904 | 06 |
| Maiquetia .. .. .                       | 3,929  | 46 |
| Park and buildings of La Guaira .. .. . | 15,850 | 92 |
| „ „ Maiquetia .. .. .                   | 4,683  | 24 |
| Lighthouse of Los Roques .. .. .        | 8,000  | 00 |
| Railway to Carácas .. .. .              | 18,185 | 13 |
| Making a total of .. .. .               | 72,980 | 07 |

Or 14,034*l.* 12*s.* 7*d.*

## PRIMARY EDUCATION.

By the decree of the 27th of June, 1870, primary education was made compulsory in the republic, and a revenue for the purpose was created by establishing a stamp duty, school stamps, as they are called, having to be affixed to almost every document signed in business transactions; the rate being as follows:—

Representing a value or amount of—

| Venezolanos.                          | Cent stamp. |
|---------------------------------------|-------------|
| 8 to 20 .. .. .                       | 1           |
| 16 40 .. .. .                         | 2           |
| 40 60 .. .. .                         | 3           |
| 60 80 .. .. .                         | 4           |
| 80 100 .. .. .                        | 5           |
| 100 200 .. .. .                       | 10          |
| And for every additional 100 dol. . . | 5           |

And the revenue has proved sufficient, and the schools and pupils have been daily increasing in number. In the district Vargas, of which La Guaira is the capital, the progress of schools is shown in the following comparative table:—

| Year.        | School for Boys. | School for Girls. | Pupils. |
|--------------|------------------|-------------------|---------|
| 1872 .. .. . | 10               | 7                 | 500     |
| 1873 .. .. . | 16               | 5                 | 660     |
| 1874 .. .. . | 20               | 10                | 1,073   |

## IMMIGRATION.

By the Executive Decree of the 14th of January, 1874, many inducements having been presented to immigrants, to captains or owners of vessels bringing them out, and to the agents dispatching them to Venezuela, immigrants began to arrive in this port shortly after the first quarter of the year. Of the inducements offered to them, I may cite that their passage is paid by the Government, that no duty is levied on any of their effects or implements that they may bring with them, that on their arrival they are lodged and fed until they get an employment or it is found for them, after which they must look out for themselves. During the year ended December 31, 1874, 2,506 immigrants arrived at this port, amongst whom, however, I do not believe that there were a dozen British subjects, and these came from the United States, and they soon managed to get back again, as has been the case with almost all those who were citizens of the United States, through the kindness of captains of English or North American vessels, at the request of my North American colleague and of myself, on finding them wandering about the streets unable to get their living, and we being obliged to take care of them until an opportunity offered for sending them away. On this subject I must call attention to the circumstance that the Venezuelan Government maintains, based on the law of the 18th of May, 1855, and on the resolution of the Minister of the Interior and Justice, of the 1st December, 1865, that all persons coming to Venezuela as immigrants, are declared to be Venezuelans from the moment of their arrival, although they enjoy the privilege of being exempt from military service during ten years, and that I under-

stand that this law and resolution was not made known to the immigrants before their arrival in this country. I am also informed that the Government purposes issuing a decree forbidding immigrants from leaving the country before the lapse of one year after their arrival, unless they repay to the Government the expenses incurred on their account, or at least the amount of money paid for their passage out.

#### AGRICULTURE.

With respect to agriculture, I have only to observe in addition to what I have said in former reports, that the planting of coffee is steadily continued within this vice-consular district.

#### POPULATION.

According to the census taken towards the end of 1873, the population of the three parishes of the town of La Guaira amounts to 6,763 inhabitants, whilst that of the whole district Vargas amounts to 10,486 inhabitants.

#### LA GUAIRA DECLARED CAPITAL OF STATE BOLIVAR.

I ought to report that as as the Legislative Assembly of the state Bolivar, in 1873, declared La Guaira to be the provisional capital of the state, the president and other members of the Government of the state and the courts of justice, have been established here since shortly after the first quarter of the year.

I have further to observe that one of the consequences arising out of the measure just mentioned, has been a great rise in the rent of houses, and even great difficulty in the finding of any to let; and that with respect to the necessities of life, such as food, clothing, &c., they continue to be very expensive in this port.

In conclusion, I would repeat what I have said also in former reports, that it is very difficult for consuls here to obtain correct statistical data from the custom-house of this port, which always causes a delay in making out our commercial reports.

La Guaira, June 5, 1875.

## PUERTO CABELLO.

*Report by Vice-Consul Conn on the Trade and Commerce of Puerto Cabello for the Year 1874.*

THE imports from different countries were made by 219 vessels measuring 123,422 tons, of which 24 were from Great Britain, with a tonnage of 33,996.

The total amount of importations during the year was 3,470,391·39 venezolanos, equal to 667,382*l.* 9*s.* 5*d.*, showing a decrease of 79,954*l.* 9*s.* 11*d.* against the year 1874 in favour of 1873, which was 747,337*l.* 9*s.* 4*d.*

With reference to the foregoing, it is necessary to state that the goods imported here during the month of December of the year 1874, which were considerable, have not passed through the custom-house, but have been left to be entered during the course of the present year (1875), in consequence of the officials here being engaged in fitting out the expedition made by the President of the Republic against the State of Coro.

From Great Britain the importations during 1874 amounted to 1,195,269·34 venezolanos, equal to 229,859*l.* 4*s.* 9*d.*, showing a decrease of 39,415*l.* 18*s.* 9*d.* against 1874 in favour of 1873, which was 269,275*l.* 3*s.* 6*d.*

From Great Britain, France, and Germany the goods principally imported here are dry goods, earthenware, and hardware; from Spain and France, wines, oil, preserves; and from the United States of North America, flour and grain.

The exports to different countries were made by 121 vessels, measuring 61,658 tons, of which 10 went to Great Britain, with a tonnage of 9,610.

The total amount of exports during the year have amounted to the sum of 4,521,635·44 venezolanos, equal to 869,544*l.* 1*s.* 3*d.*, showing a decrease of 163,165*l.* 0*s.* 11*d.* in favour of 1874 against 1873, which was 706,379*l.* 0*s.* 4*d.*

Exports to Great Britain during 1874 amounted to the sum of 466,308·32 venezolanos, equal to 89,674*l.* 6*s.* 5*d.*, indicating an increase of 61,440*l.* 0*s.* 3*d.* in favour of 1874 as compared to that of 1873, which was 28,234*l.* 6*s.* 2*d.*

The articles exported were coffee, cotton, indigo, sugar, cocoa, hides, deer skins.

The foregoing, conformably to the returns of imports and exports accompanying this report.

### SHIPPING AND NAVIGATION.

The steamers of the Royal Mail Company, the West India and Pacific Steam Ship Company, and those of the Atlas line, continue coming to this port monthly; those of the Atlas Company thrice a month. Two French steamers of different lines likewise call here monthly.

## AGRICULTURE AND CATTLE BREEDING.

Both agriculture and cattle breeding have flourished greatly during the course of 1874, in consequence of this country enjoying peace.

During the latter part of the year above-mentioned there has been some disturbance, which has nevertheless been quelled, so that tranquillity is again restored, and the prospect of a more lasting peace held forth.

## MINING AND RAILROAD.

The railroad from the port of Fucacas to the copper mines of Aroa, appertaining to the British New Quebrada Company, has made considerable progress during 1874, and copper from the mines is being taken out in expectation of its being completed.

Puerto Cabello, February 17, 1875.



IMPORTS at Porto Cabello during the Year ending 1874.

| Vessels.    |          | Tonnage.    |          | Where from.  |     | Duty.         |              |                |              |
|-------------|----------|-------------|----------|--------------|-----|---------------|--------------|----------------|--------------|
| Venezuelan. | Foreign. | Venezuelan. | Foreign. |              |     | Free of Duty. | Capitals.    | Specification. | Warehouse.   |
|             |          |             |          |              |     | Dol. c.       | Dol. c.      | Dol. c.        | Dol. c.      |
| 2           | 24       | 51          | 33,996   | Grimaby      | ... | 244,462 80    | 452,463 17   | 148,504 70     | 602 64       |
| ...         | ...      | ...         | ...      | Liverpool    | ... | 59,810 43     | 288,036 18   | 120,991 05     | 3,246 87     |
| ...         | ...      | ...         | ...      | Southampton  | ... | 54,258 72     | 96,218 04    | 30,443 37      | 129 73       |
| ...         | ...      | ...         | ...      | Trinidad     | ... | ...           | 14,386 00    | 3,215 81       | 3 43         |
| ...         | ...      | ...         | ...      | Hamburg      | ... | 75,615 98     | 434,964 22   | 196,304 67     | 3,840 51     |
| ...         | ...      | ...         | ...      | New York     | ... | 171,223 97    | 243,356 01   | 71,069 26      | 37,876 45    |
| ...         | ...      | ...         | ...      | Philadelphia | ... | ...           | 133,919 06   | 20,002 68      | 22,805 77    |
| ...         | ...      | ...         | ...      | Havre        | ... | 340 00        | 168,263 18   | 87,942 03      | 173 13       |
| ...         | ...      | ...         | ...      | Bordeaux     | ... | 3,642 00      | ...          | 45,775 14      | 411 18       |
| ...         | ...      | ...         | ...      | Marseille    | ... | ...           | 30,542 60    | 10,232 98      | 1,143 73     |
| ...         | ...      | ...         | ...      | Barcelona    | ... | 66 00         | 78,768 47    | 39,601 08      | 83 61        |
| 5           | 17       | 454         | 4,007    | Malaga       | ... | ...           | 80,135 06    | 41,945 27      | 60 39        |
| ...         | ...      | ...         | ...      | Porto Rico   | ... | 20 00         | 29,711 56    | 12,256 72      | 611 61       |
| 1           | ...      | 69          | ...      | Saint Thomas | ... | 394,005 45    | 24,838 27    | 8,185 24       | 119 77       |
| ...         | ...      | ...         | ...      | Curacao      | ... | 12,636 56     | 190,394 10   | 60,122 46      | 4,370 15     |
| 46          | 11       | 856         | 545      | Bonaire      | ... | 50 00         | 205 00       | 12 25          | 22 64        |
| ...         | ...      | ...         | ...      | Aruba        | ... | ...           | 500 00       | ...            | 86 25        |
| 54          | 165      | 1,430       | 121,992  |              |     | 1,016,242 21  | 2,354,149 18 | 586,004 71     | 75,018 93    |
|             |          |             |          |              |     |               |              |                | 37,256 52    |
|             |          |             |          |              |     |               |              |                | 1,008,880 18 |

Amount of importation from Great Britain 1,195,269 dol. 34 c. currency, equal at 5 dol. 20 c. to the £, to 229,850l. 4s. 9d.  
Total amount of importation 3,470,391 dol. 39 c. currency, equal, at 5 dol. 20 c. to the £, to 697,821l. 9s. 3d.

## Exports at Porto Cabello during the Year 1874.

| Vessels. | Tonnage. | Where to.        | Cotton.   | Coffee.    | Cocoa.  | Sugar. | Hides. | Deer Skins. | Indigo. | Money.      | Rides.  | Construction Wood. | Capitals.    | Duty      |
|----------|----------|------------------|-----------|------------|---------|--------|--------|-------------|---------|-------------|---------|--------------------|--------------|-----------|
|          |          |                  | Kilos.    | Kilos.     | Kilos.  | Kilos. | Kilos. | Kilos.      | Kilos.  | Venezuelos. | Kilos.  | Kilos.             | Dol. c.      | Kilos.    |
| 10.      | 9,610    | Liverpool ...    | 15,231    | 1,118,827  | ...     | ...    | ...    | ...         | 902     | 39,702 82   | ...     | 323,251            | 466,308 32   | 4,539 45  |
| 53       | 32,148   | Hamburg ...      | 550,533   | 5,538,876  | 32,070  | ...    | 8,885  | 3,643       | 12,154  | 310,700 00  | 60,530  | ...                | 2,271,774 58 | 24,146 27 |
| 10       | 4,405    | Bordeaux ...     | 47,113    | 893,373    | 57,867  | ...    | 2,571  | ...         | 1,253   | 700 25      | 148,712 | ...                | 403,323 56   | 4,053 10  |
| 1        | 210      | Havre ...        | 11,908    | ...        | 56,367  | ...    | ...    | ...         | ...     | ...         | ...     | ...                | 25,860 31    | 273 10    |
| 2        | 1,026    | Marseilles ...   | 17,215    | 376,053    | 5,207   | ...    | ...    | ...         | ...     | ...         | 46,021  | ...                | 154,276 33   | 1,613 37  |
| 6        | 2,053    | Barcelona ...    | 225,701   | 138        | 30,741  | ...    | 16,427 | ...         | ...     | ...         | 132,600 | 9,200              | 83,663 50    | 1,107 22  |
| 5        | 1,982    | Malaga ...       | 220,855   | 589        | 32,985  | ...    | 18,659 | ...         | ...     | ...         | 25,783  | ...                | 90,321 75    | 1,543 15  |
| 21       | 6,410    | New York ...     | 9,070     | 1,599,124  | 14,326  | ...    | 36,619 | 50,858      | 2,950   | 57,698 28   | ...     | ...                | 669,827 18   | 6,397 35  |
| 11       | 3,750    | Philadelphia ... | 54,415    | 896,724    | ...     | 1,200  | 52     | 15,403      | 815     | ...         | ...     | ...                | 354,679 91   | 3,462 32  |
| 1        | 64       | Curacao ...      | ...       | 5,060      | ...     | ...    | ...    | ...         | ...     | ...         | ...     | ...                | 1,600 00     | 20 24     |
| 121      | 61,658   |                  | 1,152,041 | 10,388,764 | 229,563 | 1,740  | 83,243 | 69,904      | 18,074  | 408,801 35  | 413,706 | 332,451            | 4,521,635 44 | 47,155 87 |

Amount of exportation to Great Britain 466,308 dol. 32 c. currency, equal, at 5 dol. 20 c. to the £, to 89,674*l.* 6*s.* 5*d.*  
 Total amount of exportation 4,521,635 dol. 44 c. currency, equal, at 5 dol. 20 c. to the £, to 899,544*l.* 1*s.* 3*d.*

Porto Cabello, January 31, 1875.

CHINA. No. 1 (1875).

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# COMMERCIAL REPORTS

FROM

HER MAJESTY'S CONSULS

IN

# CHINA.

1873.

[IN CONTINUATION OF "CHINA. No. 6 (1874)."]

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*Presented to both Houses of Parliament by Command of Her Majesty.*  
1875.

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LONDON:  
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1875.

LIST OF REPORTS.

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|                   | PAGE |
|-------------------|------|
| Shanghae .. .. .  | 143  |
| Chinkiang .. .. . | 199  |

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## SHANGHAE.

*Consul Medhurst to Mr. Wade.*

Sir, *British Consulate, Shanghai, August 15, 1874.*  
I HAVE the honour to submit herewith my Trade Report and Returns for the year 1873. The Inclosures are:—

1. The Report.
  2. Table of Foreign Imports, taken from the Returns of His Imperial Majesty's Customs.
  3. Table of Native Imports.
  4. Table of Native Exports.
  5. Table of Export of Tea.
  6. Table of Export of Silk.
  7. Opium Table.
  8. Table of Shipping.
  9. Table of Duties paid under each flag.
  10. Table of the Value of the trade of the Port.
- The Returns of Trade for Chinkiang for the same period, as submitted by Mr. Allen, have been already forwarded.

I have, &c.  
(Signed) W. H. MEDHURST.

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Inclosure.

*Report on the Trade of Shanghai for 1873.*

### IMPORTS.

The past year has proved disastrous in an unusual degree to the foreign trade of this port. In no single instance can a comparison with the results of previous years afford occasion for congratulation, unless, perhaps, as regards a salutary abatement in overtrading which has distinguished 1873, and which may be pointed to as an evidence of growing prudence on the part of manufacturers and importers promising, it may be hoped, a better state of things to come. It is encouraging, at any rate, to note a marked diminution of the heavy stocks on hand which have hitherto so much encumbered a free and normal flow of business. And although a material, though temporary check may thereby be opposed to the progressive expansion of British trade with China, which, as a general advantage, is too often advocated in the face of local stagnation and loss abroad, this diminution of imports must be regarded with satisfaction as a remedy for the excessive supply which was choking



trade, lowering prices, ruining importers, and favouring pernicious practices calculated to throw a lasting discredit on British goods with a people noted for rooted prejudices like the Chinese.

The mildew evil which increased during the year, and made its appearance in other fabrics besides grey shirtings, has seriously affected the trade, and other adverse causes have newly arisen, over which foreigners had no control, to add their paralyzing effect to the existing depression.

The total value of imports from all countries in 1873 shows a decrease of 4,778,333 taels, as compared with that of the previous year. A greater fall has, perhaps, never yet been recorded, and the aggregate of imports for this year is thereby thrown back even below the ruinous year of 1870, as a glance at the following Table will show:—

## IMPORTS.

|      |    |    |    |    |    | Taels.     |
|------|----|----|----|----|----|------------|
| 1869 | .. | .. | .. | .. | .. | 55,197,642 |
| 1870 | .. | .. | .. | .. | .. | 52,453,448 |
| 1871 | .. | .. | .. | .. | .. | 57,469,457 |
| 1872 | .. | .. | .. | .. | .. | 57,062,288 |
| 1873 | .. | .. | .. | .. | .. | 52,283,955 |

Of the decrease Great Britain bears nearly the whole burden, while India, Australia, and the Continent of Europe are the only countries which can boast of an increase.

The following Table shows the proportion of loss or gain to each:—

| Decrease.               |    |           | Increase. |    |         |
|-------------------------|----|-----------|-----------|----|---------|
|                         |    | Taels.    |           |    | Taels.  |
| Great Britain .         | .. | 5,704,426 | India .   | .. | 51,804  |
| Singapore and Straits . | .. | 110,869   | Australia | .. | 123,862 |
| British America         | .. | 6,648     | Europe    | .. | 354,746 |
| United States .         | .. | 149,237   |           |    |         |

It is worthy of remark that the imports from Australia more than doubled those of the United States.

The year opened with reasonably moderate stocks, and a fair prospect of increasing activity in trade. The diminution in stocks of some of the more important fabrics is shown by the following Table:—

## Stocks on December 31st—

|                 |    |        |    | 1872.     | 1873.     |
|-----------------|----|--------|----|-----------|-----------|
| Grey shirtings  | .. | Pieces | .. | 1,284,600 | 540,200   |
| T-cloths        | .. | ..     | .. | 1,782,299 | 1,260,000 |
| White shirtings | .. | ..     | .. | 204,631   | 65,000    |
| Spotted, ditto  | .. | ..     | .. | 17,700    | 4,400     |
| Long elle       | .. | ..     | .. | 59,500    | 16,630    |
| Lastings        | .. | ..     | .. | 10,310    | 8,705     |
| Lead, in pigs   | .. | Piculs | .. | 65,984    | 37,335    |
| Nail-rod iron   | .. | ..     | .. | 36,157    | 20,633    |
| Bar iron        | .. | ..     | .. | 9,140     | 4,826     |

In most of the others there was an increase over the surplus in hand in 1872, but only conspicuous in the case of drills, chintzes, handkerchiefs, figured Orleans, and lustres and Spanish stripes.

A brisk demand continued until the Chinese new year, and large shipments were made to the northern ports by the first steamers able to get up. But from this period a fatal inaction began to set in and stagnation ruled for months; week after week the same dreary tale of flat, dull, dragging markets, low rates, and diminishing consumption filled the

trade circulars, loss and disaster became everywhere the prevailing topic. Not that this can be set down as an altogether new feature in the trade. It has been the invariable result more or less of ventures in piece goods, and year after year some special reason has been assigned which, in its turn, has given way to another. In the meantime the importing merchant has exemplified a truly marvellous capacity for living upon losses, while the manufacturers and native consumer have benefited by his helpless position.

Three local causes have been adduced as having, during the past year, operated fatally against an expansion in trade: floods in the north, drought in the central provinces, and an unusually abundant cotton crop in the neighbouring districts of this port. Add to these the failure of several large native hong, and we have enough disturbing influences to account for the great falling off in the trade under its present narrow limits. Interest rose as high as 20 per cent., inland markets became overstocked, and the purchasing power of dealers was reduced to a very low ebb.

But it would be absurd to suppose that these influences could alone suffice to check the consumption of 57,000,000 taels' worth of goods among the flourishing and thickly populated regions which are fed by Shanghai as a *dépôt*. For all the surplus stock which now lies choking the few accessible marts inland for want of purchasers, ought naturally to flow off to other districts and become absorbed. The real obstruction to a free indraught of goods has been pointed out by the Shanghai Chamber of Commerce, and consists in an irregular and excessive taxation imposed on the movements of commerce, and the want of speedy and cheap means of internal transit. The Transit Pass system was arranged with the Central Government at Peking, whither the bulk of the duties on foreign goods finds its way, much to the detriment of the Provincial Governments, which have to collect their revenues within the limits of their own several provinces. It cannot therefore be a matter of surprise that the Provincial Mandarins should oppose a system of trade which withdraws from them a large portion of their supplies.

While foreign steamers and Manchester goods reduced the local revenue by displacing junks and native fabrics, the local Governors gained no benefit by the change. They saw the rich receipts which immediately followed upon the opening of the foreign trade drawn off to Peking, and their own resources crippled by its existence. In self defence they raised barriers, and imposed duties on foreign goods moving inland, and now they have multiplied these obstructions to such an extent that the very natives themselves are joining foreigners in vigorous protests against the system.

The Peking Government, on the other hand, had benefited very greatly by foreign commerce; it has been able to dispose of a large revenue arising out of a trade which it had been its policy to oppose from the first, and has profited by its existence to strengthen its own resources by building arsenals and increasing its military efficiency. The result, then, of the Transit Pass system has been to check the advance of foreign goods into the interior, to deprive the Provincial Governments of a part of their proper revenue, and to strengthen the hands of the Imperial Government for hostile purposes.

I am convinced that if the provinces were allowed their fair share of advantage from the foreign trade our goods would more readily penetrate to the farthest limits compatible with cheapened means of transit. An important element is herein suggested in any measures that may be taken to throw open the country. Let but the trade be freed from its tributary bondage to Peking, and let the local Governments be permitted to draw

their fair share of benefit therefrom, and there can be little or no doubt that foreign goods will find many new outlets.

The following Table will show the result of local opposition to the Transit Pass system in the falling off since last year of the quantity of goods conveyed inland from this port:—

|                 |    |    |    | 1872.   | 1873.   |
|-----------------|----|----|----|---------|---------|
|                 |    |    |    | Pieces. | Pieces. |
| Grey shirtings  | .. | .. | .. | 85,870  | 37,639  |
| T-cloths        | .. | .. | .. | 163,768 | 71,541  |
| Drills          | .. | .. | .. | 6,280   | 4,365   |
| White shirtings | .. | .. | .. | 19,140  | 1,900   |
| Lustres..       | .. | .. | .. | 7,535   | 1,560   |
| Long ells       | .. | .. | .. | 3,620   | 1,300   |
| Spanish stripes | .. | .. | .. | 6,501   | 2,685   |

The amount of deliveries for re-export and general consumption do, however, show an increase as compared with 1872 in some few instances, as the following Table will indicate:—

|                 |    |    |    | 1871.     | 1872.     | 1873.     |
|-----------------|----|----|----|-----------|-----------|-----------|
|                 |    |    |    | Pieces.   | Pieces.   | Pieces.   |
| Grey shirtings  | .. | .. | .. | 5,200,000 | 5,320,000 | 5,156,933 |
| White ditto     | .. | .. | .. | 354,000   | 544,000   | 528,000   |
| T-cloths        | .. | .. | .. | 1,908,000 | 3,590,000 | 2,295,000 |
| Drills          | .. | .. | .. | 749,000   | 981,000   | 842,500   |
| Jeans           | .. | .. | .. | 184,000   | 326,000   | 330,400   |
| Sheetings       | .. | .. | .. | 43,000    | 123,500   | 42,000    |
| Chintzes        | .. | .. | .. | 140,800   | 260,000   | 274,800   |
| Spanish stripes | .. | .. | .. | 35,300    | 47,400    | 63,000    |
| Camlets         | .. | .. | .. | 64,700    | 67,900    | 69,800    |
| Lustres         | .. | .. | .. | 223,000   | 327,000   | 266,800   |
| Long ells       | .. | .. | .. | 119,500   | 124,500   | 120,000   |
| Broad cloths    | .. | .. | .. | 14,100    | 32,600    | 43,000    |
| Lastings        | .. | .. | .. | 37,600    | 34,300    | 46,000    |

And, with a view to ascertain in what direction the greater part of these goods was drawn off, I will add to this a Table showing the comparative proportions taken during the past two years by the different ports as well as by foreign countries. Among the latter, Japan is conspicuous for the large demand with which she came to the relief of the Shanghai market. It was in the second half of the year that this outlet was suddenly opened to the overstocked market of Shanghai, and the relief was immediately felt.

#### RE-EXPORTS.

|                               |    |    |    | 1872.     | 1873.     |
|-------------------------------|----|----|----|-----------|-----------|
|                               |    |    |    | Taels.    | Taels.    |
| Great Britain                 | .. | .. | .. | 256,300   | 60,000    |
| India, Singapore, and Straits | .. | .. | .. | 10,400    | 4,700     |
| Continent of Europe           | .. | .. | .. | 1,000     | 7,900     |
| United States                 | .. | .. | .. | 95,100    | 33,900    |
| Amoor provinces and Odessa    | .. | .. | .. | 6,400     | 7,700     |
| Japan                         | .. | .. | .. | 2,264,400 | 1,991,500 |
| Hong Kong                     | .. | .. | .. | 277,700   | 510,700   |
| Sundry                        | .. | .. | .. | 1,000     | 3,200     |
| Total                         | .. | .. | .. | 2,912,300 | 2,619,600 |

|           |    |    |    |    | 1872.      | 1873.      |
|-----------|----|----|----|----|------------|------------|
| North—    |    |    |    |    | Taels.     | Taels.     |
| Newchwang | .. | .. | .. | .. | 1,700,200  | 1,840,900  |
| Tientsin  | .. | .. | .. | .. | 10,698,400 | 9,471,100  |
| Chefoo    | .. | .. | .. | .. | 4,165,000  | 3,313,500  |
| Ningpo    | .. | .. | .. | .. | 4,589,000  | 4,486,700  |
| Riverine— |    |    |    |    |            |            |
| Hankow    | .. | .. | .. | .. | 10,515,800 | 10,299,200 |
| Kewkiang  | .. | .. | .. | .. | 2,709,900  | 2,822,300  |
| Chinkiang | .. | .. | .. | .. | 9,335,200  | 8,716,100  |
| South—    |    |    |    |    |            |            |
| Foochow   | .. | .. | .. | .. | 320,300    | 286,700    |
| Formosa   | .. | .. | .. | .. | 11,400     | 28,300     |
| Amoy      | .. | .. | .. | .. | 2,400      | 3,300      |
| Swatow    | .. | .. | .. | .. | 4,700      | 8,900      |
| Canton    | .. | .. | .. | .. | 1,200      | 16,000     |
| Total     | .. | .. | .. | .. | 44,053,500 | 41,293,000 |

The above Table shows that the trade with the northern ports fell off to the amount of nearly 2,000,000 taels, and with the Riverine ports to that of over 720,000 taels, while the southern trade increased by somewhat over 3,000 taels.

The Amoor provinces took nearly as much again as in the previous year, the amount given for 1872 having comprised 2,000 taels sent to Odessa; Hong Kong also shows an increase, as do Siam and the Phillipine Islands, which are included in the sundries.

*Grey Shirts.*—Prices realized 1.95 taels to 2.02 taels at the end of February for 8¼ lbs. cloth, after which a lull followed for six months. Mildewed cloth began to accumulate, and holders were forced to sell at any price rather than risk keeping such perishable goods. Sales were consequently forced, and although the clearances were 100,000 pieces per week, yet prices dropped below their opening rates. In September an unexpected demand from Japan caused a temporary improvement, but a large importation of sized cloth, selling remuneratively at low rates, forced the holders of good sound cloth to let themselves down to the ruinous level of the mildew quotations, until the frauds were detected by the inland buyers, as compared with the trade of 1872 a decrease of 200,000 pieces is observable in the consumption of grey shirts.

*T-Cloths.*—It is especially perplexing to account for the collapse which has so suddenly followed the hitherto flourishing trade in this article. T-Cloths, of all foreign goods, had previously most closely contested with native industry, and the foreign fabric had gradually, but surely, begun to supplant its rival. This year, however, we find the startling decrease in consumption of 1,300,000 pieces, to the value of 1,870,000 taels. And although the imports fell short of 1872 by 3,000,000 pieces, yet the stock on hand at the end of the year amounted to 1,260,000 pieces, or about six months' supply at the present rate of deliveries.

The abundant cotton crop does not satisfactorily explain away the whole of this deplorable loss, for there was a greater decrease in proportion during the first six months of the year, when there were fears of the cotton crop proving a failure, than latterly. The Chinese affirm that the native cloth is more durable and economical than an equivalent quantity of fine 7 lb. T-cloths, but if this were so it would be difficult to account for the large trade that has hitherto passed in this article, and the most probable conclusion to be drawn is, that the present stagnation is due to



the overtrading of previous years, by which the inland marts have been too fully supplied.

*White Shirtings.*—The imports of 1873 were 350,000 pieces, against a consumption of 527,000 pieces, which reduced the heavy stock of 1872 from 204,600 pieces to 65,000 pieces on the 31st of December last. The largest demand appears to arise in the spring months.

*Drills.*—The imports of drills show an increase of 180,000 over the previous year, but the consumption fell to 140,000 below. Sized goods began to appear among these imports, but the difference was soon detected by buyers. There was but a small demand for Dutch drills, and the American cloth was not in request, although its importation had been very largely renewed.

*Jeans* show a consumption of 330,000 pieces, against 326,000 pieces in 1872. But the imports were also very large, and heavier stocks remained on hand than at the close of 1872. The American jean was not sold at all, and the import of the Dutch cloth has fallen off.

*Sheetings* proved a loss throughout the year.

*Fancy Cloths*, too, were mostly losing speculations, although among them brocades, velvets, chintzes, and Turkey reds found a fair market throughout the year. In connection with piece goods, it is worthy of remark that the novel method has lately been resorted to of selling at weekly auctions without reserve in order to work off heavy stocks. The result will afford an interesting subject of comment in the report for the current year.

#### COTTON PIECE GOODS.

|                 | 1871.     | 1872.     | 1873.     |
|-----------------|-----------|-----------|-----------|
|                 | Pieces.   | Pieces.   | Pieces.   |
| Shirtings, grey | 7,300,000 | 4,300,000 | 4,003,488 |
| " white         | 489,000   | 520,000   | 859,000   |
| " dyed, &c.     | ..        | 151,800   | 122,000   |
| Drills, English | 341,000   | 680,000   | 860,000   |
| " American      | 96,000    | 10,000    | 95,000    |
| " Dutch         | 252,001   | 317,000   | 256,200   |
| Jeans           | 179,000   | 390,000   | 346,000   |
| Sheetings       | 54,000    | 188,000   | 73,500    |
| T-cloths        | 3,659,000 | 4,630,000 | 1,533,200 |
| Chintzes        | 115,000   | 183,000   | 269,600   |

*Woollens.*—No very striking event has marked the woollen trade of 1873. The clearances, as compared with those of 1872, have increased, but (long ells excepted) the imports have more than kept pace with them; and stocks were heavier at the close than they were at the beginning of the year; and, as with cotton manufactures, the results have been against the importers.

*Long Ells* rose steadily in value throughout the year. In lustrés a large business was done, but prices fell from first to last, and large stocks leave a doubtful prospect of profits to come.

*Lastings* were in considerable demand, and maintained a steady price.

*Camlets* show a large increase in consumption over 1872. The importation of inferior Dutch manufacture, however, much interfered with the profits arising therefrom.

*Spanish Stripes* and *Medium Cloths* show a large extension of trade.



## WOOLLEN PIECE GOODS.

|                                    | 1871.   | 1872.   | 1873.   |
|------------------------------------|---------|---------|---------|
|                                    | Pieces. | Pieces. | Pieces. |
| Lustres .. .. .                    | 276,000 | 321,700 | 350,500 |
| Long eils' .. .. .                 | 97,000  | 75,000  | 69,400  |
| Camlets' .. .. .                   | 63,000  | 59,000  | 82,600  |
| Spanish stripes .. .. .            | 49,000  | 44,000  | 67,000  |
| Lastings .. .. .                   | 40,000  | 24,000  | 48,700  |
| Broad cloth .. .. .                | 24,500  | 24,500  | 32,000  |
| Woolen and cotton mixtures .. .. . | ..      | 310     | 1,800   |

*Metals.*—There was very little demand for metals throughout the year. The quantity disposed of depends to a great extent upon the scale with which works are carried on at the arsenal, and during last year several large undertakings were brought to completion. The comparative decrease is shown in the following Table:—

|                     | 1871.   | 1872.   | 1873.   |
|---------------------|---------|---------|---------|
|                     | Piculs. | Piculs. | Piculs. |
| Iron .. .. .        | 189,000 | 248,000 | 178,000 |
| Lead .. .. .        | 57,000  | 118,000 | 41,700  |
| Tin .. .. .         | 14,000  | 27,000  | 36,800  |
| Copper .. .. .      | 17,500  | 22,000  | 11,700  |
| Quicksilver .. .. . | 2,500   | 2,100   | 730     |

*Miscellaneous.*—Among these there was a large increase in the importation of sugar, indigo, dyes, kerosene oil, beches de mer, mushrooms, and ginseng, while the decrease in the remaining articles was chiefly noticeable in the case of seaweed and scented woods.

|                         | 1872.   | 1873.   |
|-------------------------|---------|---------|
| Timber .. .. . Tael.    | 461,000 | 431,823 |
| Beche de mer .. .. . "  | 288,000 | 400,284 |
| Birds' nests .. .. . "  | 360,000 | 351,288 |
| Cuttle-fish .. .. . "   | 108,000 | 98,039  |
| Mushrooms .. .. . "     | 107,000 | 138,800 |
| Kerosene oil .. .. . "  | 129,000 | 176,200 |
| Sea-weed .. .. . "      | 722,000 | 455,700 |
| Sugar .. .. . "         | 466,000 | 667,600 |
| Pepper .. .. . "        | 349,000 | 319,900 |
| Scented woods .. .. . " | 410,000 | 212,000 |
| Coke .. .. . Piculs.    | 11,500  | 10,400  |
| Ginseng .. .. . "       | 1,214   | 1,250   |
| Indigo .. .. . Tael.    | 207,567 | 531,400 |
| Dyes .. .. . "          | 42,100  | 78,100  |

*Coal.*—In many particulars the statistics for 1873 appear to be almost identical with those for 1872. The deliveries amount to 131,000 tons in both years, and the stock at the end of the year has been augmented by only 900 tons above the 61,000 tons which remained over in December 1872. Neither did prices obtain a much wider range than those which ruled during the previous year. English coal was imported to a much smaller extent, the stock on hand at the end of the year being just half what it was at the commencement. Its value rose from 10 to 25 cents per ton above the quotations of the year before. The Australian, Japan, and Formosa coal, on the contrary, fell in price 80, 40, and 15 cents per ton respectively. The average price of Japan coal, of which by far the largest quantity is consumed, was  $5\frac{3}{10}$  taels per ton, whereas

that of Cardiff, of which 19,000 tons were used, averaged  $11\frac{75}{100}$  taels. The largest deliveries and highest prices occur during the first six months of the year, as, indeed, might have been inferred from the arrival of all the tea steamers in the early part of the year

The greatest discrepancy between the statistics of the two years lies in the amount of the importations, for in 1873 the arrivals amounted to 27,500 tons less than those of 1872. The following Table will show the proportion in which the different kinds of coal are required:—

#### TOTAL Deliveries for 1873.

|                     | Tons. |    |    |    |    |        |
|---------------------|-------|----|----|----|----|--------|
| Cardiff .. .. .     | ..    | .. | .. | .. | .. | 19,100 |
| English .. .. .     | ..    | .. | .. | .. | .. | 4,800  |
| American .. .. .    | ..    | .. | .. | .. | .. | 6,400  |
| Sydney .. .. .      | ..    | .. | .. | .. | .. | 20,800 |
| Newcastle, N. S. W. | ..    | .. | .. | .. | .. | 11,800 |
| Japan .. .. .       | ..    | .. | .. | .. | .. | 48,800 |
| Formosa .. .. .     | ..    | .. | .. | .. | .. | 19,000 |

#### EXPORTS.

The aggregate exports (including re-exports of native goods) for the year show a decrease in value, as compared to those of 1872, of 2,119,643 taels. This falling off is attributable mainly to the decrease in tea export of 4,560,935 taels, and in rice export of 3,931,948 taels, making a total decrease as regards these two staples alone of 8,492,883 taels. A further diminution is also observable in the export of cotton, nankeens, and wax, to the extent of about 260,000 taels. The export of silk, on the other hand, exhibits an increase in value of 2,951,035 taels, and this, aided by a similar advance in the export for the year of cuttle fish, ginseng, hemp, medicine, sugar, copper cash, and sundry merchandise, so counteracts the large decrease above-mentioned as to reduce it to much smaller proportions. The following Table will make this plain:—

|                    | 1872.      | 1873.      | Increase. | Decrease. | Total Decrease. |
|--------------------|------------|------------|-----------|-----------|-----------------|
|                    | Taels.     | Taels.     | Taels.    | Taels.    | Taels.          |
| Silk .. .. .       | 23,290,370 | 26,241,405 | 2,951,035 | ..        | ..              |
| Tea .. .. .        | 23,936,291 | 19,375,356 | ..        | 4,560,935 | ..              |
| Raw cotton .. ..   | 4,966,791  | 4,907,510  | ..        | 59,281    | ..              |
| Nankeens .. .. .   | 687,245    | 651,423    | ..        | 35,822    | ..              |
| Cuttle fish .. ..  | 115,060    | 574,429    | 459,369   | ..        | ..              |
| Ginseng .. .. .    | 39,858     | 230,453    | 190,595   | ..        | ..              |
| Hemp .. .. .       | 245,736    | 443,437    | 197,701   | ..        | ..              |
| Medicine .. .. .   | 813,402    | 1,242,051  | 428,649   | ..        | ..              |
| Sugar, brown .. .. | 910,405    | 1,143,480  | 233,075   | ..        | ..              |
| „ white .. .. .    | 829,095    | 1,263,718  | 434,623   | ..        | ..              |
| Copper cash .. ..  | 215,565    | 635,831    | 420,266   | ..        | ..              |
| Rice .. .. .       | 4,739,808  | 807,860    | ..        | 3,931,948 | ..              |
| Wax .. .. .        | 433,130    | 263,165    | ..        | 169,965   | ..              |
| Total .. .. .      | 61,222,756 | 57,780,118 | 5,315,313 | 8,757,951 | 3,442,638       |
| Sundries .. .. .   | 5,711,597  | 7,034,592  | 1,322,995 | ..        | ..              |
| Total .. .. .      | 66,934,353 | 64,814,710 | 6,638,308 | 8,757,951 | 2,119,643       |

If a comparison be instituted between the exports and re-exports of native goods for the year 1872 and 1873, distinguishing foreign ports from Chinese, it will be seen that in 1873 an increased value of goods was exported to foreign countries, and a decreased value to native ports;

whilst as regard re-exports, a largely diminished quantity went to foreign countries, and an increased amount was sent coastwise. The following figures are cited as an evidence of this:—

|                          | 1872.      | 1873.      | Increase. | Decrease. |
|--------------------------|------------|------------|-----------|-----------|
|                          | Taels.     | Taels.     | Taels.    | Taels.    |
| <b>To foreign ports—</b> |            |            |           |           |
| Exports . . . . .        | 20,150,121 | 21,918,309 | 1,768,188 | ..        |
| Re-exports . . . . .     | 24,914,335 | 19,915,510 | ..        | 4,998,825 |
| <b>To Chinese ports—</b> |            |            |           |           |
| Exports . . . . .        | 11,450,470 | 9,484,129  | ..        | ..        |
| Re-exports . . . . .     | 10,419,427 | 13,496,762 | 3,077,335 | ..        |

The principal part of the increase in export to foreign countries will be found to fall to the lot of the Continent of Europe and the United States, their exports for 1873 being valued at 7,582,694 taels, against 5,815,548 taels recorded in their favour for 1872. The decrease in re-exports to foreign countries seems to be about equally divided between Great Britain and the United States, the falling off in the former case being estimated at 2,284,716 taels, and in the latter instance at 2,773,762 taels. The declension in the quantity of tea sent through Shanghai will, of course, account to a great extent for this difference.

As regards exports to Chinese ports, the decrease appears to be divided amongst Newchwang, Chefoo, Hankow, Kewkiang, Takow, Amoy, Swatow, and Canton, the share of the two last alone amounting to 2,449,518 taels, or about half a million in excess of the entire decrease for the year. The increase in the re-exports coastwise is divided amongst the following ten ports out of fourteen, namely, Hong Kong (for ports), Tien-tsin, Chefoo, Hankow, Kewkiang, Ningpo, Foochow, Tamsuy, Amoy, and Swatow; of these Tien-tsin and Hankow absorb nearly two millions of the increase. Hong Kong (for the ports) and Swatow another half-a-million each, and the remainder divide the difference. The exports and re exports of native goods hence coastwise will be found to have fed the Chinese ports during the past year in somewhat of the following proportions:—

In exports Hankow takes the lead with a good third out of the aggregate value of nine-and-a-half millions of taels, Canton and Tien-tsin take three millions between them. Another million falls to the share of Swatow, and about 800,000 to that of Hong Kong (for Chinese ports). Amoy, Foochow, Chefoo, and Newchwang follow next with about a quarter of a million each, and the remainder is divided between the rest of the ports. In re-exports Tien-tsin occupies the foreground, receiving over nine-tenths out of the whole quantity sent away; Hankow follows next with nearly another fourth; Canton and Hong Kong are the next largest consumers, taking together two millions and three-quarters; Ningpo and Chinkiang receive between them about one million and three-quarters; Kewkiang, Swatow, and Foochow over a million and a-half; Newchwang and Chefoo a quarter of a million each, leaving the rest to the ports of Amoy, Takow, and Tamsuy.

*Tea.*—The export of tea for the year 1873 compares unfavourably, as I have remarked, with that of the previous year, the total decrease being estimated at a value of 4,560,935 taels; nearly the whole of which is to be accounted for by the diminished re-export of green tea brought hither from Ningpo. As regards the general features of the trade for the past year, I cannot do better than quote from a retrospect published in one of the local papers, which remarks as follows:—

“*Tea.*—We summarised last year the operating causes in the tea trade, in the remark that profit resulted entirely from a due relation of the

production to the consumption. The lesson of this year is the same. At the beginning of the season, black teas, owing to the late opening of the market in Foochow and the loss of two large steamers with first teas from Shanghai, were delivered in London in moderate amount, and were generally sold at a profit. Later on, steamer followed steamer from this with full cargoes, a very small portion of the crop being shipped by sailing-vessel; so that the bulk of the shipments, whose arrival should have been spread over the spring months, reached London before Christmas, and a general decline, with severe losses to weak holders, was the result. There are now so few sailing-vessels to arrive in London, that there will be there almost a scarcity before the new season begins, and we know by wire that the inevitable recovery has already set in on the London market.

"These phenomena have been rendered more striking in green tea, by the exaggerated application of the Adulteration Act in England. The wretched state of the overloaded New York market at the beginning of the season, sent most of the new Pingsueys to London, where all demand for them was checked by the fear of legal proceedings under the Act, and they were soon offering at 50 per cent. under prices current within the last two years. The losses were enormous; shipments from this were checked; their very low cost in London drove them into consumption in London notwithstanding the Act; and we now know by wire that there has been a recovery within the last two months of from 4*d.* to 6*d.* a pound. It is fortunate that this recovery has come too late for the teamen to dissipate it by packing the rubbish which their losses last autumn made them retain in the country; for the deficiency this year, which amounts to over 4,000,000 lbs., is due, not so much to any failure in the crop, as to the low prices, which made the packing of the common kinds unprofitable.

"*Black Tea.*—On the 16th of May, or three days later than last season, the first musters were shown in Hankow, and the market was opened the same day. Supplies at first came in slowly, owing to the full observance by the tea hong of their decision not to sell any tea that had not actually arrived in bulk. The constant disputes between seller and buyer last year, arising from the differences between the chest muster by which the tea was sold and the bulk delivered, was thus entirely done away with, and business was conducted on a much more satisfactory footing. Opinions at the time differed considerably as to the quality of the crop, which was, however, pronounced by the trade at home as being rather above the average of late years. The first purchases were made for shipment by the 'Ulysses,' advertised to leave Shanghai on the 22nd of May, *via* Canton, it being expected by shippers that she would arrive several days before the first direct steamers. These expectations were, however, not fulfilled, her teas being placed on the market four days later than the 'Venetia's' cargo. Prices were, as usual at the opening, on a very high scale, ranging from 1 to 2 taels higher than last season for Oopacks and Oonams, and about 4 taels for Ningchows. The extreme prices paid by Russian houses for teas from the latter district, debarred for a time any operations in them on the part of buyers for London. The Peninsular and Oriental steamer 'Venetia' was the first to leave, getting away on the 24th May, followed two days later by the 'Agamemnon,' taking together 4,650,000 lbs.

"On their arrival at home on the 12th July, their cargoes were received with great caution on the part of the trade, the same dull feeling and want of animation characterizing the reception of the first arrivals as it did the previous year. Buying at first went on slowly, at prices ranging from 1*s.* 9*d.* to 2*s.* 6*d.* per lb. These prices showed a slight



profit to shippers, and were due to the moderate supply arriving at the time—the late opening of the Foochow market being the chief cause. The small profits made on first crops were, however, more than balanced by the losses on second crops, which were bought in China about the middle of July at figures considerably over what they had fetched at home last season; the quality being inferior.

“The result to these teas could scarcely have been expected to have been different, with the enormous supply sent forward and forced on the market at one time. The effect, though at first anything but remunerative, was ultimately beneficial to the shipper on this side, as it led to a lower range of prices being given for the remainder of the crop, which, bought at reasonable prices, is now (by latest accounts from London) showing much more favourable results. One very noticeable feature in the season just closed, is the very small quantity of low-country tea packed. For several seasons past these teas have not been remunerative to the packers, showing to them an equally bad return as they have done to the shippers. Teas of this description that have been brought down for sale here have been made up with much greater care, and have been much freer from coarseness, than they have been for many years; this fact, no doubt, accounting for their better reception at home.

“Looking back, we have, on the whole, great reason to congratulate ourselves on the happy combination of unforeseen and unexpected circumstances which have tended to make the past season, if not so good as we could have wished, yet a great deal better than it might have been. First, we had the late opening of the market, and the consequent delay of shipments from Foochow, giving an undoubted advantage to our first shipments. Secondly, the preference again shown to Northern teas. Thirdly, a shorter supply in the total export of black tea from all China, with an increase in the home consumption.

“The season is now closed with a total export to all countries of 74,000,000 lbs., against a total of 72,000,000 lbs. last season, showing an increase of 2,000,000 lbs., which increase has gone to Russia direct by Tien-tsin and Odessa, leaving the export to Great Britain below last year’s.

“*Green Tea.*—The heavy losses which were realized towards the end of 1872 and the beginning of last year, both in England and America, had the effect of delaying the opening of the market here, there being no prospect of improvement in the position of affairs to encourage buyers. The rush made for the past few seasons for the first arrivals of Pingsueys, for shipment by the first Pacific mail steamer in June, was thus avoided; and it was not until the latter end of June that buying really commenced, and even then only on a very small scale. The settlements up to the 11th July amounted to only 12,500 half-chests, against 52,000 in the previous year. The quality of the crop was exceedingly poor; mixed to a very great extent with inferior leaf, and being, consequently, thin and flavourless in the cup. A slight improvement was, however, shown in the colouring, less of that matter coming off in the hand, owing to there being a lesser quantity of it, and to its being better fired into the leaf. Opening prices were about 7 taels less than the extreme rates paid last season; but little business being done at these figures, tea-men were forced to give way, and a further decline of 5 taels was soon established. Of the settlements, very little was forwarded to America, the bulk being shipped to England, the export to the latter country up to the 11th August being 2,500,000 lbs. against 500,000 lbs. to America. Notwithstanding the very low tael cost, the result of these shipments again proved to be most disastrous to importers in England, the trade there entirely setting their faces against these teas, there being a general complaint against colour. To America the result was rather of a more



favourable nature, and in some cases profits were the reward of well-bought shipments.

"In the third week of July, three chops of country tea arrived, and were immediately placed on the market; and on the 21st, one of them, a fine Teenkai, was settled at 40 taels, being about 5 taels below last season. For nearly a fortnight afterwards, little business was done. Teamen remaining firm in their demands, buyers, seeing little prospect of any immediate decline, entered the market, and a general business ensued. The quality of the Teenkais and Moyunes was much the same as last year, showing the same hastiness and want of care in preparation, the liquor, however, being good. Supplies came in very slowly, and showed an immense falling off compared with the two previous years, the total arrivals of green tea up to the 11th August being actually 96,000 half-chests less than in 1872. By teamen, this deficiency was then explained as entirely owing to a shortness in the yield, but as their prophecies about this time are generally every year of the same kind, little reliance was placed on that explanation, and it was generally supposed that producers were holding back supplies in the country, with the intention of feeding the market slowly, and getting better prices for their teas in this way. It was not until the end of November, when the fact could be ascertained with considerable accuracy, that this surmise was found to be incorrect, and that the yield was actually to be a short one. In the meantime, buying was carried on with fair activity, purchases being chiefly for the English market; American buyers, with continued depressing advices from the other side, showing little inclination to operate, prices being considerably over the then ruling rates in New York.

"Up to the end of August, the export to England of green tea had reached four and a-half millions, against one and a-half to America. The demand for country teas for England was explained in the fact of Pingsueys being utterly neglected, most unfavourable telegrams having been received by that time of the first shipments.

"During the month of September more activity was displayed, and the market was maintained at quite previous rates, due chiefly to the very moderate supply, which continued to be still about 100,000 packages in arrear of last season. Really fine teas, which were exceptionally scarce, were eagerly taken, good medium chops being also in fair request, while common were utterly neglected. At the end of the month the export to England now showed an increase of one and a-half millions, whereas to America there was actually a deficiency of five millions.

"In the early part of October, and, in fact, throughout the whole month, a much quieter feeling existed, and with decreasing settlements and an increasing stock, teamen were induced to make a concession of 1 to 2 taels on fine, and 2 to 3 taels on medium teas. At the latter end of the month, buying for England almost came to a standstill, owing to the position of the market there. Our stock at this time was the largest we had known since 1864, being 112,000 half-chests against 77,000 last year.

"In November, during the whole of the month, a heavy business was transacted almost entirely for America, the settlements for the month averaging over 100,000 packages, at a reduction all round of about 1 tael. The better kinds were still only taken, to the almost entire neglect of common; and by the end of the month almost all desirable parcels were cleared off the market. The export to England this month amounted to only half-a-million, whereas to America we had an export of over three millions. The total export to the latter country, however, still showed a falling off of four millions, compared with last season.

"In the early part of December, better news was received from America, advices then announcing a very great improvement in the market, and a brighter prospect for teas later on. This led to a general rush for all kinds, especially the few remaining fine chops, which were eagerly taken at a rise of 4 taels. Common teas, so long neglected, now found purchasers, and by the 1st of January our stock had dwindled down to 25,000 packages, the total export to England now reaching eight millions, and to America sixteen and a-half millions.

"Until quite towards the end of January, little attention was shown to the remaining stock, there being nothing except of the lowest quality left over. Latterly, however, these have been almost cleared off, more cheerful advices being received from England, reviving the hopes of shippers to that country. We have still 6,000 packages left, but the season may be considered as virtually closed.

"Throughout the whole season, Shanghae-packed kinds have been treated with the amount of attention they deserve, and comparatively little of this class of tea has been shipped. The heavy losses to the packer will, no doubt, have a most beneficial effect in stopping, or nearly so, the production of this spurious article in future.

"The total yield of the season amounts to 29,000,000 lbs., against a total of 33,000,000 lbs. last year, and 27,000,000 lbs. in 1871-72."

#### DISTRIBUTION of Teas by Routes.

| Routes.                                    | Great Britain. |           | North America, |            |
|--|----------------|-----------|----------------|------------|
|  | Black.         | Green.    | Black.         | Green.     |
|  | Lbs.           | Lbs.      | Lbs.           | Lbs.       |
| By sail in 12 vessels to London            | 13,431,586     | 197,164   | 431,549        | 13,565,929 |
| By sail in 17 vessels to N. America        |                |           |                |            |
| By Suez Canal steamers of all kinds        |                |           |                |            |
| By P. M. S. S. <i>viâ</i> San Francisco .. | ..             | ..        | 151,404        | 2,478,077  |
| Total .. ..                                | 58,697,135     | 9,003,163 | 812,005        | 19,369,333 |

|                                     |            |            |            |
|-------------------------------------|------------|------------|------------|
|                                     | 1873.      | 1872.      | 1871.      |
|                                     | Lbs.       | Lbs.       | Lbs.       |
| Export of green tea to London .. .. | 10,000,000 | 11,000,000 | 7,000,000  |
| " " to New York and Canada .. ..    | 19,000,000 | 22,000,000 | 20,000,000 |
| Total .. ..                         | 29,000,000 | 33,000,000 | 27,000,000 |

*Silk.*—The returns show that the aggregate quantity of silk exported hence during 1873 amounted to 55,957 bales, against 54,865 bales sent away during the previous year. But a sensible decrease appears in the exports to Great Britain, and, as will be seen by the following figures, the proportion received by the Continental ports relatively to that taken to England goes to prove that direct exports to France and Italy is gaining the ascendancy over shipments as heretofore through London:—

|                     |        |        |
|---------------------|--------|--------|
|                     | 1872.  | 1873.  |
|                     | Bales. | Bales. |
| Great Britain .. .. | 37,293 | 33,987 |
| Continent .. ..     | 11,420 | 16,411 |

The only other material decrease perceptible falls to the share of the United States, which only took 2,922 bales in 1873, against 3,909 bales

in 1872. The dealers in the staple, both foreign and Chinese, complain bitterly of the disasters which have marked their business during the twelvemonth. The following summary, sketched out by a competent authority, and published in the local press, will account at once for the unfortunate state of affairs:—

“*Silk.*—We have to review, in 1873, one of the most disastrous years ever known to all concerned in the silk trade of Shanghai. The value of our produce on consuming markets has steadily declined throughout, until the aggregate fall averages about 30 per cent.; and the losses which this heavy depreciation must in any case have entailed have been increased by the fact that the only noticeable check to the downward course of prices occurred at the most unfortunate possible moment, just before the new season's silk began to arrive in Shanghai at the end of May, causing our market to open hurriedly and excitedly and at prices which involved serious losses. The results of the year have, therefore, been considerable loss to Chinese dealers, very heavy loss to exporters, and, it is believed, scarcely a better result to speculators, dealers, throwsters, and manufacturers in consuming countries.

“The gradual but continuous increase in the quantity of silk exported from Shanghai, as the producing districts recover from the effects of the great rebellion, would naturally have led us to expect some reduction from the high prices which have ruled through years of scarcity. But a steady annual increase of 7 or 8 per cent. in quantity would not of itself have been sufficient to cause the heavy fall in values which we have mentioned, and the chief causes of this must be looked for elsewhere.

“The greatest of these is the deterioration in quality of China silk, arising, we believe, from insufficiency of skilled labour in the silk districts, or rather of labour enough to wind the silk crop well by Chinese methods. It is well known that the Chinese never kill the chrysalis before winding silk from the cocoon—whence the brilliant white colour of much of the North China silk, a characteristic which belongs only to silk wound from live cocoons. This, especially if the weather is hot, necessitates the whole of the silk crop being wound off in a few days, otherwise the cocoons would be spoilt by the chrysalis coming to life and forcing its way out as a moth. But the population of the silk districts was so much reduced during the rebellion that there was not left a sufficient number of competent hands to wind a large crop. So long as the production was only sufficient to allow of an export of 30,000 to 40,000 bales, the reduced number of workers was sufficient to wind most of the silk carefully and well. But the quantity of silk produced has increased more rapidly than the number of reelers, and hence for some years past the silk crop has been reeled hurriedly, that is, has been made coarse and foul. There seems, therefore, little chance of any great improvement in the size and cleanness of our silk until either we have accidentally small crops from bad weather or disease among the silkworms; or until there is a considerable increase in the skilled labour of the silk-growing districts; or until improved machinery is introduced to wind at least a part of the crop; or until the Chinese can be induced to kill a portion of their cocoons, from which afterwards they can reel fine and clean, if dull-coloured, silk, leaving so much to be wound from live cocoons as they can afford time to wind well. Until one or other of these things happens, it would seem as if China silk, notwithstanding the splendid intrinsic quality of its thread, must be content to rank among the coarse and cheap silks of commerce.

“There are other causes besides that which we have named for the deteriorating quality of our silk. A year ago we showed how mischievous



had been the effect of the speculative gambling in silk 'to arrive,' which was begun in 1871, but which is now happily almost discontinued. The practice of selling great lines of silk to arrive, by chop names, with a consequent inordinate demand for well-known chops, which had to be bought on a market where there is such excessive competition as in Shanghae, inevitably led to a deterioration of standards. The Chinese dealers, also under the pressure of severe competition, tried to pass off the lowest and cheapest silk they could under cover of chop names, and hence came a gradual but constant lowering of the character of nearly all the best-known marks. But we have seen that the whole crop was deteriorating, therefore there was each season a smaller proportionate quantity of silk suitable for being packed under good chop names. These two causes coming together, have resulted in a most serious decline in the character of all known chops, some having gone off only in proportion to the general falling-off in quality, some in a much greater degree. As compared with the China silk of four years ago, it is estimated that the intrinsic value of the most generally recognised chops has depreciated to an extent which cannot be estimated at less than from 1s. to, in extreme cases, 3s. per lb.

"Naturally, the silk which, even in Chinese eyes, was unfit to be packed under any known chop, ranges every season lower and lower in quality. A few years ago nearly all China silk could be easily worked and used by a consumer at some price, and in times of scarcity it paid throwsters best to work the lower qualities. Hence these were much in favour, especially with speculators, and many orders were sent to China for the lowest silk of any class, particularly of Tsatlee, at a certain price. The Chinese, seeing this, have naturally enough experimented as to what would on this market pass current as Tsatlee, with results which must in many instances have been highly gratifying to them. They have reeled more and more of their Chincum silk and other Taysaams as Tsatlee, or have mixed them with Tsatlee, until the class of Chincum especially has almost disappeared from our export. But in former years the lowest grade of Tsatlee was worth, according to fashion, from 1s. to 3s. more than a fair Chincum; therefore they could afford to drop the lowest quotation of Tsatlee one or two shillings, and yet be actually getting rather more for their silk than they were before.

"It is on these coarse and spurious silks that the heaviest losses have in general been made. A speculator or merchant looks at the difference in value now between No. 3 and the commonest Tsatlee, sees that this is much greater than it was some years ago, and is very apt to draw the inference that the common silk is relatively cheap, unless he has sufficient acquaintance with the article to fully realise what an entirely different thing it is from the common Tsatlee of former years. Also, the abundance of common and mixed silks has a strong tendency to make a silk inspector unconsciously overrate the classes next above the lowest; he sees so much silk which is unmistakeably common, that to make some distinction he is apt to call the better parcels No. 5, and to elevate a true No. 5 into a No. 4½ to 5; to adequately describe much of the silk of this season it would have been necessary to introduce at least two classes below No. 5, calling them respectively by some such names as 'inferior' and 'very inferior.' But worse even than the bad quality has been the extraordinary mixing of entirely dissimilar silks in the same parcel; a good muster-bale often professing to represent a run of which hardly any two bales were alike in colour, quality, size, and cleanness, and of which, therefore, different parts were to a consumer entirely different articles, and fit only for different uses.

"We have dwelt at some length on the quality of Tsatlee, because

that silk forms the bulk of our export. In several other classes the deterioration has been equally marked, notably in Hainings and re-reeled silks. Kahings and some other Taysaams have kept up their character much better, but they have suffered severely from the abundance and cheapness of Canton silk, and also from the prevailing fashions in Europe having been entirely opposed to the use of all full-sized silks.

"This is the third great reason for the heavy fall in values during the year, and it follows partly but not altogether from the two we have named. Increasing quantity, we have seen, has been the principal but not the only cause for deteriorating quality; and deteriorating quality has been the chief but not the only cause for fashion having in great measure deserted China silk. It has not been the only cause, for there has been a general spirit of economy all over the world which has been opposed to the extensive use of such an article of luxury as silk. Also, the great speculations on the London market during the last few years having not only prevented prices falling slowly and naturally, so as to balance increasing quantity and lower quality, but having also maintained them at an unnatural level through the Franco-German war, it resulted that, when the consumption of silk goods in France was seriously reduced and prices for them fell in consequence, manufacturers had recourse first to the system of weighting silk heavily in the process of dyeing (the increase in weight being, especially in black silks, frequently 100 to 200 per cent.), and then to the production of mixed goods in which silk was used only for the organzine or warp, the tram or shoot being cotton or woollen. Such improvements were made in the manufacture of these mixed goods that they rose rapidly in favour, and hence during the past two years the consumption of tram, that is one-half of the whole consumption of China silk, has been nearly annihilated.

"This almost entire disuse of China silk tram came simultaneously with the increasing coarseness of the great bulk of our silk, which made it unfit to be used for anything else than tram. Therefore, when the downward tendency of prices became too strong for speculators to resist, and large quantities of silk began to be offered for sale, it was found that there were literally no buyers for the coarse silks which formed the great bulk of the stock of Chinas. Forced sales were then made at prices some shillings below nominal quotations; the consequent fall of the market brought fresh embarrassments, which in turn led to the forcing off of fresh quantities of silk; throwsters and manufacturers found the value of their stock in hand rapidly falling even while it was in the process of being worked; until at last the whole trade became utterly impoverished and disorganized. And now China silk has to gain back for itself the position as tram in the manufacture of piece goods, which has been taken by cotton and other substitutes—a task which, under present circumstances, involves its being offered at very low prices, so low as to actually tempt fashion back to pure silk goods.

"It is more difficult to account for the heavy fall on those fine China silks which are suitable for organzine. This can only be explained partly by the general disorganization of the market, partly by the distrust with which consumers have come to view all China silk, and partly also by the improved reeling of Japan Maibashi, the better grades of which have this season been the favourite class among consumers of fine-sized Asiatic silks.

"It will naturally be said that many if not all of these facts should have been at least to some extent foreseen and allowed for by buyers on this market; that what we knew of the state of the silk trade was quite enough to make us refuse to buy silk here in face of such a combination of unfavourable circumstances, except with a fair margin on its value in



consuming markets. This is perfectly true, and was in fact pointed out by several buyers at the opening of the new season. That, instead of having some margin to provide against dangers arising from the exceptionally critical state of the trade, we actually paid for the new silk in June fully 5 per cent. over its then value in London, can only be accounted for—

“1st. By the excessive competition which is the bane of our trade; and especially by the competition for Chinese consignment business. This is now done for very small commissions; and native dealers, also competing severely with one another, are of course only too willing to shut their eyes to the quality of their own produce, and to hold, or profess to hold, more sanguine views of foreign markets than are justifiable, if they can, by sending a portion of their silk on consignment, induce foreigners to buy the rest, and so support values here.

“2nd. By the considerable fall from the prices of recent years, which, as we have tried to show, appeared much greater than, taking quality into account, it really was. This tempted many buyers to enter the market in the belief that, after the disastrous season of 1872-73, silk had fallen to a level at which it was safe to operate.

“3rd. Even many of those who were most fully alive to the danger of the increasing coarseness of our silk, thought that thereby the value of the few fine parcels would be enhanced; a hope which, as we have seen above, has from several causes been disappointed.

“How much of the blame of the sanguine over-speculation which has marked the year lies at the door of purchasing houses in Shanghai, and how much with the capitalists and banks who compete to give facilities for it, is not a question which it lies within our province to discuss. That the trade must eventually right itself is certain, but undue haste to recover the losses of the past few years will only delay it doing so. It cannot be too fully or generally recognised that so long as our silk continues coarse, we must pay for it only the price of coarse silk. If this is not done, further disasters are inevitable; if it is done, it will relieve us of some part of our excessive supply by greatly encouraging the Chinese consumption of silk, it will prevent losses to foreigners, and it will give Chinese the strongest possible motive to improve their produce; and when we have improving instead of deteriorating quality, there will be a brighter future before the silk trade of China.

“A noticeable feature in the year's trade has been a great increase in the direct export to the Continent of Europe, France and Italy having both given a decided preference to silk imported direct over that bought on the London market, and having even done a good business on their own markets, in the special classes they wanted, at 3 to 5 per cent. over London rates. This is no doubt due partly to a natural desire to get exactly the silk they want bought for them on the market which offers the largest selection, and also to get it in the exact state in which it leaves the producing country. When taken to a London warehouse, the custom is that all the bales be opened and the books stripped of the floss ‘caps,’ which are so great a protection against damage from bales being rubbed; these caps, which are of little value compared with the protection they afford the silk, are retained as perquisites by the warehousemen; and then one bale of each run is, as a rule, seriously damaged by being kept open for a week or more, for the necessary but not always tenderly performed process of inspection. We quote from Mr. E. Holdsworth's circular of 18th December, 1873:—

“That the Continental consumers prefer buying *direct shipments*, to silk sent to their market from London, is a well-known fact to those sellers who supply them. It has long been their complaint that silk

received from London after it has undergone the 'working' process, is generally more or less damaged, and great quantity of threads broken, &c.; hence their acknowledged preference, *even at rather higher prices*, for direct shipments. This pernicious system of 'working' the silk may be also the cause of such frequent cuts for 'damage,' which appear so often in the London account-sales of silk!"

"This growing tendency in the trade to pass into the hands of Continental consumers, who by paying high prices here are able to attract the most useful silks of the season, has and must continue to have a most depressing influence on the London market. For it both lowers the average standard of the silk which is sent to London, and so brings discredit on all parcels offering there; and also it entirely deprives London during the greater part of the year of that Continental demand which used to exercise a most important influence in sustaining its prices; English consumption alone being quite unable to cope with, and being certain to be crushed by the great mass of silk arriving there in the first few months of the season.

"The trade to America has kept up to a fair average, but has not reached the exceptional figures of 1872; the wants of that market have been as usual almost confined to reeled silks, and the results are said to have been somewhat less unsatisfactory than on shipments to Europe.

"We give comparative figures of the export to various markets for the last three years:—

|                        | 1871.  | 1872.  | 1873.  |
|------------------------|--------|--------|--------|
|                        | Bales. | Bales. | Bales. |
| To England .. ..       | 35,579 | 38,259 | 33,616 |
| To the Continent .. .. | 10,317 | 12,223 | 16,217 |
| To America .. ..       | 2,677  | 4,142  | 2,714  |
| Total .. ..            | 48,573 | 54,624 | 52,547 |

"The fall in prices of different classes during the year has been as follows; we take the three points of 1st January, 1st June, or opening of the new season, and 31st December. The Shanghai sterling cost given includes the usual charges; with 5 per cent. for inspecting and merchant's commissions on both sides; freight on the 1st January 5 taels, and at the other two dates 3 taels per bale; and loss in weight 4 per cent. on new season's silk, 3 per cent. on raw silk shipped at the other dates, and 1 per cent. on reeels.

|                                  | Value in London. |                  |          | Cost in Shanghai.      |                        |                         |        |       |       |
|----------------------------------|------------------|------------------|----------|------------------------|------------------------|-------------------------|--------|-------|-------|
|                                  | Jan. 1.          | June 1.          | Dec. 31. | Jan. 1.<br>Ex. 6s. 1d. | June 1.<br>Ex. 6s. 1d. | Dec. 31.<br>Ex. 5s. 9d. |        |       |       |
|                                  | s. d.            | s. d.            | s. d.    | Taels. s. d.           | Taels. s. d.           | Taels. s. d.            | Taels. | s. d. | s. d. |
| Chop No. 3 Tsatlee ... ..        | 28 6             | 25 6             | 21 9     | 560 = 20 1             | 510 = 26 8             | 476 = 23 4              | ...    | ...   | ...   |
| Red Peacock Tsatlee ... ..       | 24 0             | 20 6             | 17 6     | 480 25 0               | 415 21 9               | 385 19 0                | ...    | ...   | ...   |
| Common Tsatlee ... ..            | 21 6             | 17 0             | 14 0     | 410 21 5               | 340 17 11              | 310 15 4                | ...    | ...   | ...   |
| Fatmow's No. 2 Haining ... ..    | 24 9             | { 23 0<br>nom. } | 19 6     | 500 26 0               | 440 23 1               | 400 19 8                | ...    | ...   | ...   |
| Market No. 1 Rer. Haining ... .. | 28 0             | 25 0             | 21 6     | 560 28 7               | ...                    | 450 21 9                | ...    | ...   | ...   |
| No. 2 Kabing ... ..              | 26 0             | 21 0             | 17 9     | 495 25 9               | 415 31 9               | 380 18 9                | ...    | ...   | ...   |
| No. 3 Chincum ... ..             | 19 6             | 17 6             | 14 3     | 420 21 11              | ...                    | 300 14 11               | ...    | ...   | ...   |
| Average Shaoubing ... ..         | 19 0             | 16 6             | 13 0     | 345 18 1               | ...                    | 275 13 8                | ...    | ...   | ...   |
| Average Laeyang ... ..           | 18 6             | 14 3             | 12 0     | 340 17 10              | 285 15 1               | 260 12 11               | ...    | ...   | ...   |

"The business done during the several months of the year has been briefly as follows:—

"*January.*—The year opened with settlements so far for the season of 1872-73, 49,500 bales, and stock in Shanghai, 2,000 bales. During

the month 2,500 bales were settled, and stock was a little reduced, prices showing little or no change.

"In *February*, 1,500 bales were settled, and prices fell 5 to 10 taels per picul, closing at 545 to 555 taels for chop No. 3 tsatlee, and 465 taels for red peacocks. This was much over quotations from Europe, London telegrams having advised a fall of 1s. to 1s. 6d. since the beginning of the year.

"*March*.—About 1,500 bales more went forward at gradually declining rates, closing quotations being 520 to 530 taels for chop No. 3, and 450 taels for red peacocks.

"*April*.—Settlements this month were 800 bales, a large proportion, as usual at the close of the season, being yellow silk. For standard classes there were no quotations, and only 200 bales remained in stock.

"*May*.—The shipment of these 200 bales closed the season of 1872-73, with a total export of 55,952 bales, against—

|                   |    |    |    |    |    | Bales. |
|-------------------|----|----|----|----|----|--------|
| 1871-72 . . . . . | .. | .. | .. | .. | .. | 49,820 |
| 1870-71 . . . . . | .. | .. | .. | .. | .. | 33,609 |
| 1869-70 . . . . . | .. | .. | .. | .. | .. | 42,829 |
| 1868-69 . . . . . | .. | .. | .. | .. | .. | 46,609 |
| 1867-68 . . . . . | .. | .. | .. | .. | .. | 41,439 |
| 1866-67 . . . . . | .. | .. | .. | .. | .. | 28,171 |

"Of the disastrous nature of the season's business, we need add nothing to what we have said above. It had involved several failures of well-known houses both in Europe and here, and it seemed likely that if ever great caution was again to be seen in China it must be at the opening of the new silk season. Unfortunately, just before the new silk came to market, a revival of speculation occurred in London, professedly based on the expectation that the European crop would be short, but to a great extent, as has since been believed here, encouraged by large holders of silk in London, who wished to prevent their stocks being undersold by very cheap new silk.

"Early in *June*, therefore, our market opened at prices much over what had been expected a few weeks before, and which showed such handsome profits to Chinese dealers, that silk came to market very freely, and during this month 6,000 bales were settled, 8,000 bales remaining in stock. The opening rates were 505 to 515 taels for chop No. 3 tsatlee, and 415 to 420 taels for red peacocks (which had cost up country in the end of May about 380 taels). The demand at first ran entirely upon known chops; and market silks, especially the lowest classes, were almost quite neglected. Before the end of the month, prices had begun to fall, and they closed at 470 to 490 taels for chop No. 3, and 395 to 400 taels for red peacocks.

"During *July*, the market remained steady, and 8,000 bales were bought. Attention was suddenly turned to common silk, and a large quantity of very inferior second crop tsatlee was bought, costing down to 295 taels. Stock was increased to 9,000 bales.

"*August*.—Common tsatlees up to No. 4½ continued much in favour, and for these prices showed little change, the bulk of the shipments costing from 300 to 360 taels. Better silks declined 10 to 20 taels, closing at 460 to 480 taels for chop No. 3, and 375 to 380 taels for red peacocks. Settlements were 8,600 bales, making a total of 22,600 bales in three months, against 30,000 bales to the same time in the previous season. Stock was 8,500 bales.

"*September*.—The market continued to decline, and closed generally 10 to 20 taels lower, No. 3 tsatlee being quoted 445 to 465 taels, and red peacocks 365 taels. Common tsatlee was still in favour, the apparently

low quotation of 290 taels bringing forward many buyers. Settlements were 6,600 bales, and stock at the close 8,000 bales.

"Early in *October*, advices of a slight speculative movement in London excited our market, and prices rapidly advanced 15 to 25 taels, closing at 460 to 480 taels for No. 3, 390 taels for red peacocks, and 315 taels for the lowest tsatlee. Settlements were 9,500 bales, and stock was reduced to 7,500 bales.

"This speculation in London was based on a sudden increase in deliveries, which soon turned out to be due merely to an exceptional and limited demand for silk tram in the ribbon trade of Coventry, and which has not been maintained.

"*November*.—Advices of the unfavourable reception of common silk in London caused the demand to turn upon medium silks, especially upon such well-known chops as Gold Lion and Kue Kee's. Prices showed little change, the quotations at the end of the month being: No. 3 tsatlee, 455 to 475 taels; red peacocks, 385 to 390 taels; common tsatlee, 320 taels. Settlements were 5,300 bales, and stock 6,500 bales.

"Throughout *December*, the market was very dull, but prices were fairly maintained, showing a fall of only 5 to 10 taels. The closing rates, which we have already given, show a fall of about 100 taels per picul during the year; in addition to which, the lower exchange reduces the cost by nearly 6 per cent. Settlements this month were 3,300 bales, making a total to date of 47,300 bales, against—

|                         |    |    |    |    | Bales. |
|-------------------------|----|----|----|----|--------|
| In 1872-73 to same time | .. | .. | .. | .. | 49,500 |
| 1871-72                 | .. | .. | .. | .. | 43,000 |

The stock remaining in Shanghae is about 6,500 bales.

"The Chinese, as usual, appear to have estimated their crop very correctly, and the total export for the season of 1873-74 is expected to be about 57,000 to 58,000 bales."

*Opium*.—A slight increase is exhibited in the gross import of the drug during 1873, as compared with that of the previous year.

The figures may be set down as follows:—

|                |    |    |    | 1872.     | 1873.     |
|----------------|----|----|----|-----------|-----------|
|                |    |    |    | Pic. * c. | Pic. { c. |
| Malwa          | .. | .. | .. | 27,909 00 | 29,384 00 |
| Patna          | .. | .. | .. | 9,667 20  | 8,878 80  |
| Benares        | .. | .. | .. | 3,335 40  | 4,286 40  |
| Turkey-Persian | .. | .. | .. | 97 00     | 52 00     |
| Total          | .. | .. | .. | 41,008 60 | 42,601 20 |

This difference may be accounted for, in some measure, by the fact that the Port of Hong Kong has been practically blockaded by the Customs' revenue cruisers, and consequently a large portion of the drug, which was formerly introduced surreptitiously into China from that Colony, had to be carried into consumption during the year through more legitimate channels.

The gross increase seems to have had the effect of likewise raising the net import into Shanghae, as will be seen by the following comparative statement.



|                |    |    |    | 1872.     | 1873.     |
|----------------|----|----|----|-----------|-----------|
|                |    |    |    | Pic. c.   | Pic. c.   |
| Malwa          | .. | .. | .. | 553 00    | 1,531 50  |
| Patna          | .. | .. | .. | 8,571 60  | 7,513 20  |
| Benares        | .. | .. | .. | 2,943 00  | 3,516 00  |
| Persian-Turkey | .. | .. | .. | ..        | ..        |
| Total          | .. | .. | .. | 12,067 60 | 12,560 70 |

An increased distribution likewise appears in favour of some of the coast ports as distinguished from others.

|           |    |    |    | 1872.   | 1873.   | Increase. | Decrease. |
|-----------|----|----|----|---------|---------|-----------|-----------|
|           |    |    |    | Piculs. | Piculs. | Piculs.   | Piculs.   |
| Chinkiang | .. | .. | .. | 8,718   | 9,771   | 1,053     | ..        |
| Kinkiang  | .. | .. | .. | 2,035   | 2,336   | 300       | ..        |
| Hankow    | .. | .. | .. | 2,526   | 3,114   | 588       | ..        |
| Ningpo    | .. | .. | .. | 4,768   | 4,253   | ..        | 515       |
| Chefoo    | .. | .. | .. | 4,070   | 3,186   | ..        | 884       |
| Tientsin  | .. | .. | .. | 4,680   | 4,948   | 268       | ..        |
| Newchwang | .. | .. | .. | 1,977   | 2,261   | 284       | ..        |

Prices for Malwa have ranged from 475 taels to 425 taels, and for Patna from 477 taels to 405 taels, showing a decline of 20 taels to 35 taels in the latter sort; and although the extreme limits of ruling rates in Malwa have been much the same as those of 1872, yet the average throughout has been much lower, and the actual decline, taking into account the entire year, is at least as great as in Patna.

The amount of native-grown opium is now so considerable, and it competes so seriously with the imported article, that any report on the subject would be manifestly defective that did not take this competition into consideration. Yet the difficulty of procuring any definite or reliable statistics, as regards the native industry and its results, render it impossible to do more than draw general inferences from such information as may be derivable either from partial observation or common report. These inferences would lead to the conclusion that the native cultivation of the drug is being developed at a rapid rate, and this is confirmed by the fact that the consumption has of late largely increased, whereas it is well known that the import of the Indian drug has been stationary, or nearly so, for several years past. The usual edicts deprecating the cultivation of such a pernicious drug at the expense of cereals and other crops, and prohibiting its culture under heavy penalties, has continued to appear from time to time, and influential Chinese functionaries have not failed, as heretofore, to urge the Crown to take steps towards rescuing the country from the too certain ruin which must be the consequence. But all to no purpose; the drug is so highly prized as an alternative, and the desire for it as a sedative is so general amongst all classes, whilst the local Executive are everywhere so easily bribed into connivance, that the cultivation is persisted in, and it will, no doubt, continue to extend until effects are produced which must eventually exercise a vital influence upon the interests of the country at large. The result as regards the rival import from India cannot be doubted. The supply, as I have remarked, has for some time past been limited to about an equal rate year by year; and, as it is a maxim in commercial economy that a trade which does not increase must, of necessity, tend towards the opposite direction, it follows that the only too probable event we have to look forward to is a gradual decline and extinction of our share in the trade,



whenever the Chinese shall have learnt how to grow and prepare their produce so as to bring it on a par with the Indian staple.

This is a question which merits serious consideration in connection with Indian finance. The subject has, I believe, and very properly, attracted more than usual attention of late on the part of the Indian Government, and, as you are aware, I have recently ventured to suggest the expediency of at once appointing a Commission of Inquiry, composed partly of officers conversant with the cultivation in India, and partly of gentlemen in the Consular service familiar with the people and language of China, and who might be delegated to make researches throughout the Chinese provinces with a view to establishing the actual truth as regards the extent of cultivation and its probable effects relatively to the Indian product. I still hope that such a Commission may eventually be instituted, and I believe it might further be useful not only in eliciting valuable information as to the extent to which the drug is consumed in various parts of the country, and its influences upon the people at large, but in establishing a mass of facts with regard to the inland fiscal system, as to the working of which we at present possess but a very vague idea.

In connection with the import of opium into Shanghai, I may mention that the complaints are general amongst the importing firms of the serious check which is placed on the free introduction of the drug by the system pursued by the local authorities in collecting the "lekin," or Inland Tax. The Treaty provides that the foreign importer shall only sell the drug "at the port;" that it shall be carried into the interior only by the Chinese, and as Chinese property; that the foreigner shall not accompany it, and that the Chinese Government may impose on it any transit duties they think fit. Availing themselves of this stipulation, and professing to regard the drug as subject to all the conditions named, the moment that it has paid import duty, the Chinese authorities have placed heavy taxes upon its local sale, amounting, in the aggregate (see note) to 45.26 taels per chest, and they have farmed the collection thereof to the Opium Guild, whose runners scour the Settlement and seize every Chinese found with opium secreted upon his person. These heavy charges have been the means of introducing a class of low foreigners who, for a consideration, claim the opium as foreign property, and undertake to send it, concealed, in charge of their Chinese servants to the premises of the buyer or consumer, evading thereby the "lekin" runners. Constant collisions and misunderstandings occur in consequence, and in adjusting these I have always taken up the position that the Settlement is, in fact, "the port;" that foreigners may, if they choose, retail opium within its limits, and, so long as there is no attempt at secrecy, deliver it through their servants; and that until it is so delivered, it must be regarded as foreign property. The difficulty is one which, I fear, must always present itself until either the authorities can be induced, as at other ports, to pay the importing merchant a commission for guaranteeing the inland taxes, or until some distinct understanding is come to as to the point at which "the port" ends and the "interior" begins.

MEMORANDUM of sums collected at Shanghai as "lekin" on Opium,  
July 23, 1874.

|  | Taels. |
|--|--------|
| On every chest, 32 taels Treasury-sycee, being equivalent to Shanghai<br>sycee .. .. . | 35.72  |
| Charges on collecting per chest .. .. .  | 3.60   |
| Extra charge for defence and wharfage per chest, Shanghai-sycee ..                     | 5.94   |
| Total .. .. .  | 45.26  |

*Tonnage and Freight.*—As might be expected, the general depression of trade has affected the tonnage of the port very seriously. Of British vessels entered and cleared in 1873, there was a total of 1,511, with a tonnage of 934,900, against 1,961, of 1,076,639 tons in 1872. The steamers entered in 1873 were less by 52, and those cleared by 56, with a difference in tonnage respectively of 18,200 tons and 22,500 tons. Of sailing vessels there were 179 less entered, and 160 less cleared, amounting in tonnage to 54,300 in the former, and 46,700 in the latter. The same general decrease is noticeable among other nationalities, and more particularly the German, which has fallen off to the extent of 30 per cent.

As has been remarked in a former Trade Report, the apparent superiority of the American trade is mainly due to the number of coasting and river steamers of large capacity which are entered and cleared over and over again during the year. But in the number of sailing-vessels the American flag finds employment only to the amount of one-third of the tonnage under the British flag, while the Germans scarcely secure one-seventh of the latter amount.

*Freight.*—The coasting trade during the past year was good, and vessels found no difficulty in obtaining good charters for the northern pulse trade, and to carry coal cargoes from Japan and Formosa.

During the months of June and July the number of sailing-vessels increased considerably, and the demand for tonnage gradually declined, until shipmasters had to accept very much below paying rates. This state of things continued up to the end of November, when, a large number of craft having left the coast trade in despair of employment, slightly better rates were soon established and maintained up to the end of the year.

The trade has been carried on almost entirely by British vessels, and a larger proportion of steam has been employed than formerly. The tonnage under the British flag chartered and cleared from this port, during the year, for the pulse and coal trades, are as follows:—

|                 |    |    | Vessels. | Tons.  |
|-----------------|----|----|----------|--------|
| For coal trade  | .. | .. | 84       | 29,089 |
| For pulse trade | .. | .. | 40       | 15,180 |
| Total           | .. | .. | 124      | 44,269 |

For the home trade good rates have ruled throughout the year, and both steam and sailing-vessels have found ready employment.

The total number of vessels of all flags entered and cleared at the Customs during the year amount to—

|                 |    |    | Entered. | Cleared. |
|-----------------|----|----|----------|----------|
| Steamers        | .. | .. | 1,196    | 1,187    |
| Sailing-vessels | .. | .. | 650      | 655      |
| Total           | .. | .. | 1,846    | 1,842    |

The number of seamen shipped, discharged, and reported dead or deserted, amounted to 1804, which is an increase of 320 over the aggregate recorded during 1872. In the latter year there was an excess of 348 over 1871, and it would appear on the face of it that there has been a steady increase of employment every year. This, however, is a better index of the increase of shipping fees than a guide to the number of

men employed; for, since the issue of articles of agreement for four months, in lieu of six, to vessels on the regular local trade, seamen have been re-engaged more often during the year.

This change, however, affects more the number of Asiatics employed, as the shipmasters on the coast prefer the latter to Europeans, and the short period of engagement is more acceptable to both parties. Malays, consequently, find good employment on the coast, and prove themselves most useful for the purpose. The number registered for the past year at the Malay Home was 196, including those discharged and engaged.

The expenditure on behalf of distressed British seamen amounted to 10,700 dols., which is an excess of 3,000 dols. over the outlay for the same purpose in 1872. On the other hand, the number of men relieved amounted to 234, against 145 in the previous year, and the balance of seamen's wages paid into the Consulate amounted to 235 dols. more than 1872. The large number of men subsisted was due to the occurrence of several wrecks, and notably that of the tea steamer "Drummond Castle."

But a greater number of sailors were relieved in proportion to the expense incurred than in 1872, and this is the result of a faster circulation of men in and out of the Home, employment having been found for them before they remained any length of time on hand, a result which lessened expenditure on the part of the Government, and also greatly benefited the Sailors' Home. This institution is well managed, and deserves every support.

The following Table will show the comparative amount of fees collected through the Shipping Office for the last three years:—

|      |    |    |    |    |    | Dollars. |
|------|----|----|----|----|----|----------|
| 1871 | .. | .. | .. | .. | .. | 4,159    |
| 1872 | .. | .. | .. | .. | .. | 5,236    |
| 1873 | .. | .. | .. | .. | .. | 4,495    |

The diminution is to be ascribed to the general depression of trade in all its branches.

*Comparative Trade.*—The Returns, as now compiled by the Customs, afford ample means of estimating the shares taken in the import and export trade of Shanghai by foreign countries; and it is interesting to note therefrom the commercial position taken up by Great Britain and her dependencies relatively to other nationalities, as well as the progress made by each during the year, as compared with the previous twelvemonth. In illustration of these features I append a few comparative statements, from which the following deductions may be drawn:—

1. Of the 52,000,000 of taels' value of foreign imports which Shanghai receives, Great Britain and her dependencies contribute over 47,000,000, and of the exports and re-exports of native produce, estimated at an aggregate value of nearly 65,000,000 of taels, one-half goes to England and her Colonies. Her share, however, in supplying Shanghai with foreign imports during 1873 appears notably smaller than that taken in the previous year, whilst other countries have advanced their contributions by nearly one-third.

2. In re-exports of foreign goods England holds but a subordinate position, Japan being the country which mainly helps to swell the amount put down as the proportion appertaining to other countries. The Chinese ports take, of course, the most important place under this heading, although it will be observed that their proportion has considerably decreased during 1873 as compared to the previous year.

3. In exports and re-exports of native produce the Chinese ports likewise rank high, fully a third of the aggregate value of 64,000,000 of taels falling to their share.

4 and 5. In exports of tea and silk Great Britain and her Colonies must, as always, hold a high place; but, as has already been noticed under the head of "Silk," the Continental proportion for 1872 has taken a notable start, which it appears likely to maintain.

## 1.—IMPORTS, FOREIGN GOODS.

|  | 1872.      | 1873.      |
|--|------------|------------|
|  | Taels.     | Taels.     |
| From Great Britain and dependencies .. | 54,164,273 | 47,620,295 |
| Other countries .. ..                  | 2,803,521  | 3,892,995  |
| Coastwise .. ..                        | 501,663    | 770,665    |
| Total .. ..                            | 57,469,457 | 52,283,955 |

## 2.—RE-EXPORTS, FOREIGN GOODS.

|  | 1872.      | 1873.      |
|--|------------|------------|
|  | Taels.     | Taels.     |
| From Great Britain and dependencies .. | 544,466    | 575,361    |
| Other countries .. ..                  | 2,367,924  | 2,043,121  |
| Coastwise .. ..                        | 44,053,479 | 41,272,973 |
| Total .. ..                            | 46,965,869 | 43,891,455 |

## 3.—EXPORTS AND RE-EXPORTS, NATIVE GOODS.

|                                      | 1872.      | 1873.      |
|--------------------------------------|------------|------------|
|                                      | Taels.     | Taels.     |
| To Great Britain and dependencies .. | 32,412,525 | 30,746,537 |
| Other countries .. ..                | 14,271,729 | 13,314,775 |
| Coastwise .. ..                      | 20,250,099 | 20,753,398 |
| Total .. ..                          | 66,934,353 | 64,814,710 |

## 4.—EXPORT, SILK.

|                                      | 1872.  | 1873.  |
|--------------------------------------|--------|--------|
|                                      | Bales. | Bales. |
| To Great Britain and dependencies .. | 38,642 | 35,884 |
| Other countries .. ..                | 15,836 | 19,738 |
| Coastwise .. ..                      | 387    | 335    |
| Total .. ..                          | 54,865 | 55,957 |

## 5.—EXPORT, TEA (BLACK AND GREEN).

|                                      | 1872.      | 1873.      |
|--------------------------------------|------------|------------|
|                                      | Pic. c.    | Pic. c.    |
| To Great Britain and dependencies .. | 487,996 21 | 451,932 39 |
| Other countries .. ..                | 179,242 74 | 160,650 26 |
| Coastwise .. ..                      | 38,955 60  | 49,973 34  |
| Total .. ..                          | 706,194 55 | 662,555 99 |

*General.*—The overtrading in 1872, commented on in last report, has been to a large extent corrected in 1873, but its injurious effects appear to be still deeply felt in almost all branches of foreign trade. The general result of mercantile operations has been loss, and not profit, to the merchant, and the aggregate of these losses has been again very



large. It is satisfactory, however, to observe that this adverse result is not, as it clearly was in 1872, mainly chargeable to the imprudence of those who carried on the trade, but may rather be traced to the changing conditions which must from time to time affect commercial calculations. It soon appeared, however, that the consumers of China silk in Europe required a more important concession in price, and the London market has throughout the year been drooping, until values have been reduced to a lower point than has been known for fifteen years past. The able and extensive newspaper article, which has already been quoted under the head of "Silk," enters fully into the nature and causes of this declension, and I would draw particular attention to that portion of it which treats of the deterioration of China silk, and the customs of the trade which have tended to divert all the good silk away from the English market to the Continent.

Imports of manufactured goods from England have been moderate, but the consumption in China has been disappointing. It has not only ceased to augment, but in one of the great staples, T-cloths, it has diminished to an almost alarming extent. Mildew, as has been suggested, bears the whole blame for this untoward result, and the warning of the Shanghai Chamber of Commerce to Manchester in December, 1872, that loss of trade would be a certain consequence of the shameful adulteration of cotton goods, is called to mind. But the class of goods affected is not the class in which the greatest adulteration takes place. It is, however, the class which directly competes with Chinese fabrics, and China cotton has been cheaper in 1873 than since the American war broke out in 1861. The wholesale impoverishment, by a series of destructive floods in the north, of the populations of vast territory, has also had its effect. This trade, like the English silk trade, is suffering from the reaction from speculative inflation. For years past prices have been more or less sustained artificially by the free use of capital, in London by that of the wealthy brokers, in China by that of merchant and bankers. There are those who think that the resources of Chinese capitalists have likewise become exhausted, that over competition has ruined most of the native merchants more immediately connected with the foreign trade, and that the native bankers have shared in the general collapse; but I have it on good authority that money was never more plentiful in native hands than it is at this moment, and that the banking system is in no way disorganized, but, on the contrary, claims a wonderful amount of confidence both here and in the interior, even to the remotest distances. Intelligent Chinese ascribe the stagnation of foreign trade to the alarming progress which opium cultivation is making throughout the country; the easy production of the drug, and the remunerative returns it gives, they declare tends to engross the attention of agriculturists, and to sap nearly every other industry. I look upon this suggestion as important, and I cannot but think that it indicates, at any rate, one source of the blight which seems to be affecting branches of the trade with China.

A general conclusion from the above premises may be arrived at, that foreign trade in China is not expansive.

The report of the delegates on the trade of the Upper Yangtze (1869), calls attention to the fact that provisional maximums will doubtless occur between every stage of advance in opening up the country, and it is a question worthy of consideration whether one of these limits has not now been reached, and which are not likely to be overstepped unless more favourable conditions of trade can be introduced.

The English people are too apt to take it for granted that the trade with China is capable of indefinite expansion if only prices can be kept



low; but the experience of every day more and more proves that this is not and cannot be the case. The resources for the conduct of a vast trade undoubtedly exist, but development is choked by irregular and excessive taxation, and the want of cheap and speedy means of internal transit, and until these counteracting influences are modified or removed it is hopeless to expect anything but a partial and sickly growth at best.

In this connection it has been observed with truth that there is a remarkable lack of variety in exports for such a vast producing country as China, and of a total of exports to foreign countries amounting to 77,500,000 taels, no less than 70,000,000 taels have to be put down to the two articles of tea and silk; of the other 7,000,000 taels the only items of importance are cassia, about 700,000 taels, and sugar, about 1,800,000 taels. No trade of China is probably saddled with greater obstructions than that in sugar; no country is better adapted for its growth than south China and Formosa, and, in addition, there is practically unlimited command of supplies of labour. So vexatious are the restrictions imposed, that the trade is kept within the narrowest limits. What is true of one article is true of many. There are numerous productions of China which would meet a ready sale abroad, but fiscal exactions prevent their being purchased at the ports at rates which would pay to export them, and in consequence neither China nor the world gets the benefit of them. Without exports a country can scarcely continue to import, and hence arises a general stagnation. The last report of the Shanghai General Chamber of Commerce, in noticing these two great sources of hindrance to trade, irregular taxation and defective transit, lays great stress on the untoward influences thereby exercised, and expresses a regret that no signs are discernible of a disposition on the part of the Government to adopt measures of reform in either particular. Barrier levies, the Committee state, continue to be increased throughout the country in every direction, and the little that is being done to improve or maintain roads and water ways is being conducted on such unscientific and makeshift principles as to be totally inadequate to the wants of the people. The isolation of the country districts and towns is thus rendered more and more complete, and the inhabitants are in consequence compelled to betake themselves to occupations which admit of their being supported by the produce of their own districts, instead of being left to pursue those industries to which the circumstances of soil and climate are naturally best adapted. Under such circumstances the introduction of new wants among the people is almost unknown, the accumulation of capital by the profitable interchange of commodities is hindered, and the progress of the country beyond a certain point in material prosperity is materially stayed. These remarks by the Committee of the Chamber I must fully endorse. I am aware that serious obstacles arising out of the antagonistic interests of the Imperial and Provincial Governments lie in the way of a proper adjustment of the internal transit system, but I am nevertheless convinced that until such adjustment is effected it is vain to expect that our trading relations can ever rest upon a secure or healthy footing.

My report upon the trade for 1872 went to show that Shanghai was showing a tendency to become year by year more and more of a depot for foreign goods to other ports, that the import of native produce for local consumption was on the increase, and that the trade in exports of local origin had also exhibited a steady advance. The returns of 1873, as may be anticipated from what has preceded, show results of a somewhat different character: not only has the proportion of total re-exports and gross imports in foreign goods decreased during 1873, but the net imports

of the same goods have declined to the extent of fully 25 per cent.; the native produce too; whilst the net imports have been maintained at the same figure, the exports to Chinese ports have fallen off by 2,000,000 taels.

Taking the net value of the trade of the port for the year, that is, net foreign and native imports and exports of local origin coastwise and to foreign countries, it will be found that the purely local trade has declined likewise by 2,000,000 taels. The following comparative statement will make this more clear.

## FOREIGN GOODS.

|                  |    |    | 1872.      | 1873.      |
|------------------|----|----|------------|------------|
|                  |    |    | Taels.     | Taels.     |
| Gross Imports    | .. | .. | 57,062,288 | 52,283,955 |
| Gross re-exports | .. | .. | 46,965,869 | 43,891,455 |
| Net Imports      | .. | .. | 10,096,419 | 8,392,500  |

## NATIVE PRODUCE.

|                    |    |    | 1872.      | 1873.     |
|--------------------|----|----|------------|-----------|
|                    |    |    | Taels.     | Taels.    |
| Net Imports        | .. | .. | 7,367,400  | 7,339,540 |
| Exports, coastwise | .. | .. | 11,450,470 | 9,484,129 |

## NET LOCAL TRADE.

|                         |    |    | 1872.      | 1873.      |
|-------------------------|----|----|------------|------------|
|                         |    |    | Taels.     | Taels.     |
| Net imports, foreign    | .. | .. | 10,096,419 | 8,392,500  |
| „ native                | .. | .. | 7,367,400  | 7,339,540  |
| Exports of local origin | .. | .. | 31,600,591 | 31,403,438 |
| Net value               | .. | .. | 49,064,410 | 47,134,478 |

*Duties.*—Table No. 10 affords an interesting index of the trade, by showing the total revenue derived from each several flag for the year under consideration. As regards totals, the aggregate amount of duties for the year nearly equals that taken during 1872, but a considerable falling-off appears under the head of export and transit, which is made up by a corresponding increase as regards import, coast, and tonnage.

The following is a comparative statement for two years :—

|                  |    |    | 1872.     | 1873.     |
|------------------|----|----|-----------|-----------|
|                  |    |    | Taels.    | Taels.    |
| Import duties    | .. | .. | 2,062,405 | 2,140,221 |
| Export duties    | .. | .. | 898,953   | 750,356   |
| Coastwise duties | .. | .. | 188,281   | 202,892   |
| Tonnage dues     | .. | .. | 177,639   | 107,222   |
| Transit duties   | .. | .. | 28,465    | 19,011    |

In distinguishing the amount of duties paid by each flag, it will be seen that Great Britain maintains her usual position in the trade by contributing more than two-thirds of the entire revenue for the year, but the payments for 1873 show a decrease, as compared with those of the previous twelvemonths, of 200,000 taels. The declension is noticeable under each head save that of coast trade, and in transit duties the reduc-

tion amounts to nearly one-half of what it was previously. America follows next in importance, but with a slight increase in her total share for the year, being the difference between a falling-off under the head of exports, and an augmentation under all the other heads, more notably that of coast trade. France is the next largest contributor, and she too boasts of an advance, which in her case amounts to fully one-third of her previous year's share. The remaining 200,000 taels, out of three and a quarter millions, is divided between Germany and sundry other flags, the noticeable features being that Germany's share has declined by fully a fourth, and that the China-owned steamers have commenced to occupy a respectable place in the list of contributors for the year of nearly 30,000 taels.

*Woosung Bar.*—The question of the Woosung Bar, notwithstanding the important bearing which it has upon the commercial success of this port, still remains, I regret to say, *in statu quo*. The last move made by the Consuls was to expose the utter worthlessness of the Report submitted by the Taoutae to the Supreme Authorities in 1872 (a Report which was based confessedly upon the "guesses of two civilian magistrates appointed to survey the Bar"), and to beg that a renewed survey may be ordered, and conducted upon more rational principles. This request the Consuls hope to see acceded to, and they are somewhat encouraged in this anticipation by an assurance which they have informally received from the Taoutae, to the effect that he begins to appreciate the seriousness of the question somewhat better than he has hitherto done. A favourable result, however, is not probable, even with the recommendation of the Taoutae as a support, until the Supreme Government can be induced to give the scheme their approval, and it is to be hoped that the united efforts of the foreign Representatives at Peking in this direction may in every way be crowned with success. Meanwhile, the obstruction is slowly acquiring increasing capacity for mischief, and the detention of vessels at the mouth of the river and their partial discharge is now becoming a matter of such daily occurrence that it ceases to attract attention, save to occasion more and more regret that the Chinese Government should continue to be blind to the claims of a question of such vital importance to their own and to foreign interests alike.

The only novel feature which I have to notice in connection with the progress of the port is the probability of our having a railway established ere long between this and Woosung. What induced the projectors to select this line for their maiden effort I am not prepared to say, and the general opinion is that it is not one on which the amount of traffic likely to be developed will suffice to make it a paying speculation. The gentlemen interested, however, thought differently, and they proceeded to purchase the necessary land under cover of its being intended for a "horse-road," and with such careful precautions as regards publicity,\* that the whole line had been laid out, and telegraph posts erected on it throughout, before it attracted the attention of the local authorities, and whether their alarm was only raised by an indiscreet article which appeared in one of the newspapers, applauding the success with which "Chinese obstructiveness" had at last been overcome.

The Taoutae at once addressed the Consular Body, animadverting upon the equivocation which had been practised, as far as they were concerned, in calling the line a horse-road, and more pointedly protesting against the extension across country of the telegraph, as being directly opposed to an understanding which they affected to believe existed

\* By publicity, I mean as regards the natives and native authorities. The intentions of the projectors, as I stated in my last Report, became very soon known amongst foreigners.

between the Tsung-li Yamen and the foreign Representatives, as regards the introduction of telegraphs, and on this ground they required the immediate removal of the entire construction. A correspondence followed, characterised by unqualified resistance on the one side, and friendly remonstrances on the other, and which resulted in a reference to Peking, since which, the matter seems, as if by common consent, to have been dropped. Meanwhile, the projectors of the line have not been idle, and the last news with regard to it is that all the necessary funds have been raised by merchants here, in conjunction with large capitalists at home, and that the entire plant may be expected to arrive at any moment. It is scarcely to be hoped that the work will be taken in hand without objection or obstruction of some kind, but the times are favourable for the introduction of such a novelty (I am speaking of the present date, August 1874), and if a little discretion is exercised in avoiding interference with crops, or other offence to the prejudice of the natives, I shall not be at all surprised to see the scheme eventually successful.

My relations with the Chinese authorities continue to be of the most friendly character. I find much difficulty, nevertheless, in inducing them, in civil cases between British subjects and Chinese where considerable amounts are involved, to free themselves from the natural bias which they have towards their own people, and to adjudicate on the broad basis of equity and common sense. The failure to secure a decision in an appeal case which was submitted to Her Majesty's Minister at Peking and the Tsung-li Yamen, about sixteen months ago, has suggested to me the possibility of having such disputes determined by arbitration of British and Chinese merchants sitting conjointly, rather than by a formal hearing, and the Taoutae has expressed his approval of the proposition. It remains to be seen how far this alternative will work.

(Signed) W. H. MEDHURST, *Consul*.

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(Part II. Table No. 1.)—TRADE in Foreign Goods. Imports and Re-exports.

|                                | Imports from Foreign Countries. |            | Imports from Hong Kong and Chinese Ports. |         | Re-exports to Foreign Countries. |           | Re-exports to Chinese Ports and Hong Kong. |           | Net Total Imports. |           |
|--------------------------------|---------------------------------|------------|---|---------|----------------------------------|-----------|--|-----------|--------------------|-----------|
|                                | Quantity.                       | Value      | Quantity.                                 | Value.  | Quantity.                        | Value.    | Quantity.                                  | Value.    | Quantity.          | Value.    |
| Oman—                          |                                 | Taels.     |   | Taels.  |                                  | Taels.    |  | Taels.    |                    | Taels.    |
| Malwa .. .. .                  | 28,553 00                       | 18,606,547 | 526 00                                    | 248,008 | ..                               | ..        | 27,852 50                                  | 1,531 50  | 732,101            | 2,868,790 |
| Batavia .. .. .                | 8,774 40                        | 3,350,353  | 104 40                                    | 39,868  | ..                               | ..        | 1,365 60                                   | 7,513 30  | 521,431            | 2,868,790 |
| Panama .. .. .                 | 4,168 80                        | 1,552,873  | 117 60                                    | 45,806  | ..                               | ..        | 770 40                                     | 8,516 00  | 286,974            | 1,309,710 |
| Persian .. .. .                | 52 00                           | 20,350     | ..  | ..      | ..                               | ..        | 54 00                                      | ..        | 21,098             | ..        |
| Cotton piece goods—            |                                 |            |   |         |                                  |           |  |           |                    |           |
| Shirtings, grey, plain ..      | 3,887,566                       | 7,853,489  | 115,632                                   | 238,557 | 556,279                          | 1,133,084 | 4,245,730                                  | 5,570,375 | 8,238,640          | ..        |
| " " dyed .. .. .               | 343,593                         | 676,873    | 15,124                                    | 30,356  | 8,216                            | 6,335     | 418,090                                    | 1,185,548 | ..                 | ..        |
| " " spots and broades,         | 2,851                           | 6,156      | 8,538                                     | 7,642   | 50                               | 108       | 18,136                                     | 89,174    | ..                 | ..        |
| " " white .. .. .              | ..                              | ..         | ..  | ..      | ..                               | ..        | ..   | ..        | ..                 | ..        |
| " " spots and broades,         | 82,939                          | 236,423    | 1,425                                     | 3,891   | 2,048                            | 5,591     | 76,345                                     | 208,442   | 5,971              | 16,281    |
| Dresses, English .. .. .       | 586,340                         | 2,225,010  | 21,080                                    | 65,016  | 7,902                            | 21,355    | 802,139                                    | 2,165,775 | 50,339             | 135,916   |
| " " American .. .. .           | 84,549                          | 295,222    | 10,540                                    | 36,890  | ..                               | ..        | 10,367                                     | 35,985    | 84,832             | 295,222   |
| " " Dutch .. .. .              | 231,798                         | 612,084    | 11,323                                    | 4,440   | 4,200                            | 10,710    | 170,361                                    | 434,421   | 81,677             | 208,476   |
| Jean, English .. .. .          | 267,323                         | 560,290    | 3,855                                     | 7,576   | 570                              | 1,112     | 332,550                                    | 635,973   | ..                 | ..        |
| " " Dutch .. .. .              | 54,930                          | 118,100    | ..  | ..      | ..                               | ..        | 84,300                                     | 73,745    | 20,630             | 44,355    |
| Sheetings, English .. .. .     | 32,076                          | 93,127     | 1,619                                     | 4,700   | 260                              | 741       | 41,204                                     | 117,431   | ..                 | ..        |
| " " American .. .. .           | 39,300                          | 117,784    | 160                                       | 151     | ..                               | ..        | 27,860                                     | 105,032   | 11,380             | 12,903    |
| Domestics, grey .. .. .        | 572                             | 1,716      | ..  | ..      | 43                               | 129       | 660  | 1,969     | ..                 | ..        |
| Towls .. .. .                  | 20,307                          | 40,614     | 5,110                                     | 16,390  | ..                               | ..        | 22,059                                     | 45,318    | 5,788              | 11,576    |
| T-cloths, grey .. .. .         | 1,439,053                       | 1,942,721  | 94,178                                    | 127,140 | 3,915                            | 5,395     | 1,888,688                                  | 2,549,729 | 59,425             | 59,425    |
| Handkerchiefs .. .. .          | 257,639                         | 196,240    | 9,314                                     | 4,664   | 10,296                           | 5,045     | 66,334                                     | 118,335   | 121,272            | ..        |
| Damasks, dyed .. .. .          | 363,096                         | 108,222    | 841                                       | 3,953   | ..                               | ..        | 25,182                                     | ..        | ..                 | ..        |
| Chintzes and furnitures        | 976,201                         | 376,201    | 7,719                                     | 6,719   | 15,225                           | 21,619    | 174,194                                    | 217,355   | 80,243             | 113,946   |
| Turkey red cloths and cambrics | 115,192                         | 238,680    | 3,698                                     | 7,322   | 13,805                           | 22,354    | 97,322                                     | 193,107   | 8,556              | 16,941    |
| Velvets .. .. .                | 28,438                          | 230,317    | 1,739                                     | 13,945  | 13,466                           | 108,562   | 32,362                                     | 261,530   | 8,550              | 68,828    |
| Velveteens .. .. .             | 12,639                          | 18,970     | 1,336                                     | 11,904  | ..                               | ..        | 15,845                                     | 132,799   | 14,119             | 109,422   |
| Blue mottles .. .. .           | 1,680                           | 3,218      | 6   | 9       | ..                               | ..        | 16,161                                     | 24,242    | ..                 | ..        |
| Cambrics .. .. .               | 3,394                           | 6,368      | 150                                       | 230     | 905                              | 308       | 8,661                                      | 13,251    | 3,221              | 3,221     |
| Dimities .. .. .               | 1,965                           | 1,061      | ..  | ..      | 100                              | 133       | 1,372                                      | 6,564     | 10,044             | 5,316     |
| Ginghams .. .. .               | 14,871                          | 63,945     | ..  | ..      | ..                               | ..        | 16,495                                     | 9,073     | 2,668              | ..        |
| Japan chintzes .. .. .         | 18,916                          | 18,916     | 753                                       | 2,894   | ..                               | ..        | 15,457                                     | 66,465    | ..                 | ..        |
| Lastings, cotton .. .. .       | ..                              | ..         | 1,240                                     | 1,071   | 3,348                            | 8,413     | 12,557                                     | 11,571    | 167                | 374       |
| Lawns .. .. .                  | 25,264                          | 18,190     | ..  | ..      | ..                               | ..        | 13,784                                     | 9,988     | 5,353              | 3,785     |
| Muslins .. .. .                | ..                              | ..         | ..  | ..      | 6,277                            | 4,519     | 13,784                                     | ..        | ..                 | ..        |



|                                     | Imports from Foreign Countries. |           | Imports from Hong Kong and Chinese Ports. |         | Re-exports to Foreign Countries. |        | Re-exports to Chinese Ports and Hong Kong. |           | Net Total Imports. |         |
|-------------------------------------|---------------------------------|-----------|---|---------|----------------------------------|--------|--|-----------|--------------------|---------|
|                                     | Quantity.                       | Taels.    | Quantity.                                 | Taels.  | Quantity.                        | Taels. | Quantity.                                  | Taels.    | Quantity.          | Taels.  |
| <b>Cotton goods, continued—</b>     |                                 |           |   |         |                                  |        |  |           |                    |         |
| Musquito-nets ...                   | 1,817                           | 4,280     | 94  | 306     | 32                               | 104    | 558  | 1,814     | 821                | 2,668   |
| Tufochichas ...                     | 2,800                           | 5,600     | 200                                       | 400     | 3,000                            | 6,000  | 600  | 1,200     | ...                | ...     |
| Madameans and jacquards ...         | 9,193                           | 43,207    | 170                                       | 799     | ...                              | ...    | 8,364                                      | 40,251    | 799                | 3,755   |
| Ducks, cotton ...                   | 543                             | 12,869    | 44  | 1,043   | 180                              | 3,081  | 40   | 948       | 417                | 9,883   |
| bolts ...                           | 1,511                           | 8,462     | 1,335                                     | 7,476   | 110                              | 616    | 223  | 1,349     | 2,313              | 14,073  |
| Canvas ...                          | 887                             | 8,225     | 1,100                                     | 9,051   | 277                              | 1,870  | ...  | ...       | 1,810              | 15,406  |
| Linens ...                          | 3,343                           | 23,401    | 453                                       | 3,171   | 15                               | 100    | 2,070                                      | 9,450     | 1,726              | 17,123  |
| Silk ...                            | ...                             | ...       | ...                                       | ...     | ...                              | ...    | ...  | ...       | ...                | ...     |
| Cotton thread ...                   | 46 79                           | 3,041     | 44 14                                     | 2,869   | 96                               | 62     | 1,283 71                                   | 88,441    | ...                | ...     |
| " yarn ...                          | 1,898 19                        | 51,351    | 384 84                                    | 10,391  | 752 00                           | 20,304 | 1,202 30                                   | 32,462    | 328 73             | 8,876   |
| " goods, unclassified ...           | 15,806                          | 49,721    | 380                                       | 1,386   | 267                              | 801    | 7,435                                      | 22,789    | 8,434 00           | 27,499  |
| <b>Woolen piece goods—</b>          |                                 |           |   |         |                                  |        |  |           |                    |         |
| Camlets, English ...                | 76,765                          | 1,162,990 | 1,604                                     | 24,300  | 146                              | 2,212  | 68,329                                     | 1,038,314 | 9,694              | 146,861 |
| Dutch ...                           | 4,050                           | 74,925    | 220                                       | 4,070   | ...                              | ...    | 2,259                                      | 41,792    | 2,011              | 37,203  |
| Lastings ...                        | 47,857                          | 538,820   | 980                                       | 10,276  | 1,678                            | 18,542 | 42,823                                     | 473,194   | 4,286              | 47,360  |
| " crape and imitation ...           | 10,910                          | 93,381    | 60  | 513     | ...                              | ...    | 11,076                                     | 90,830    | ...                | ...     |
| Lustras and Orleans, plain ...      | 39,817                          | 159,368   | 540                                       | 2,160   | 22,613                           | 90,452 | 7,649                                      | 30,596    | 10,095             | 40,380  |
| " crape ...                         | 253,926                         | 990,311   | 7,619                                     | 29,714  | 23,787                           | 92,769 | 199,590                                    | 778,401   | 34,104             | 142,865 |
| " figured ...                       | 48,064                          | 192,556   | 608                                       | 2,432   | 1,094                            | 4,376  | 114,064                                    | 167,863   | 5,611              | 23,444  |
| Long ells ...                       | 64,501                          | 799,812   | 5,200                                     | 32,250  | 2,100                            | 13,020 | 48,355                                     | 599,603   | 14,513             | 239,561 |
| Spanish stripes ...                 | 27,146                          | 841,326   | 5,097                                     | 158,007 | 240                              | 7,440  | 18,190                                     | 563,890   | 13,813             | 423,303 |
| Cloth, broad, habit, and medium ... | 59                              | 4,130     | ...                                       | ...     | 144                              | 1,152  | 40   | 320       | 263                | 2,104   |
| " Astrakan ...                      | 447                             | 3,576     | ...                                       | ...     | ...                              | ...    | ...  | ...       | ...                | ...     |
| " narrow ...                        | 18                              | 350       | ...                                       | ...     | ...                              | ...    | ...  | ...       | ...                | ...     |
| " pilot ...                         | 867                             | 18,258    | ...                                       | ...     | ...                              | ...    | ...  | ...       | ...                | ...     |
| " poncho ...                        | 2,892                           | 67,860    | 618                                       | 18,540  | 30                               | 900    | 3,027                                      | 21,110    | 735                | 14,906  |
| " Russian ...                       | 1,833                           | 86,460    | 211                                       | 4,220   | ...                              | ...    | 617  | 12,940    | 1,417              | 23,340  |
| " union ...                         | 94                              | 1,377     | 6   | 288     | 11                               | 161    | 800  | 7,325     | ...                | ...     |
| Alpacas ...                         | 5,177                           | 18,120    | 3,539                                     | 12,387  | 2,943                            | 9,980  | 2,330                                      | 8,048     | 3,573              | 13,509  |
| Bankets ...                         | 254                             | 672       | 84  | 189     | 70                               | 157    | 64   | 132       | 214                | 482     |
| Bunkings ...                        | 707                             | 10,605    | 1   | ...     | ...                              | ...    | 280  | 4,200     | 426                | 6,390   |
| Cashmeres ...                       | 3,191                           | 28,719    | 340                                       | 3,060   | 234                              | 2,106  | 209  | 1,881     | 3,068              | 27,792  |
| Flannels ...                        | 325                             | 3,350     | ...                                       | ...     | ...                              | ...    | 8  | 30        | ...                | ...     |
| Merinos ...                         | 798                             | 18,633    | ...                                       | ...     | 448                              | 4,000  | ...  | ...       | 360                | 8,172   |
| Tweed ...                           | 1,889                           | 22,068    | ...                                       | ...     | 481                              | 10,461 | 92   | 1,104     | 1,266              | 15,192  |
| Woolen and cotton mixtures ...      | 356                             | 7,120     | 13  | ...     | 174                              | 3,480  | 76   | 1,620     | 118                | 2,360   |
| goods, unclassified ...             | ...                             | ...       | ...                                       | ...     | ...                              | ...    | ...  | ...       | ...                | ...     |
| <b>Metals—</b>                      |                                 |           |   |         |                                  |        |  |           |                    |         |
| Iron, nail rod ...                  | 115,810 10                      | 372,452   | 17,371 38                                 | 57,272  | 9,008 82                         | 26,867 | 88,358 43                                  | 269,248   | 41,674 63          | 134,609 |
| " bar ...                           | 24,651 65                       | 73,745    | 7,155 86                                  | 21,466  | 7,576 19                         | 23,726 | 9,732 53                                   | 20,197    | 14,423 39          | 43,288  |

|                                 |     |           |         |           |         |          |        |           |         |           |         |
|---------------------------------|-----|-----------|---------|-----------|---------|----------|--------|-----------|---------|-----------|---------|
| plate and sheet                 | ... | 6,141 03  | 19,651  | 393 46    | 1,980   | 4,573 57 | 14,635 | 236 90    | 736     | 1,784 02  | 5,550   |
| galvanized                      | ... | 779 82    | 3,119   | 123 16    | 301     | 383 00   | 532    | ...       | ...     | 771 98    | 3,088   |
| old...                          | ... | 5,747 00  | 11,494  | 8,704 64  | 7,409   | 390 00   | 400    | 3,530 54  | 7,161   | 5,671 10  | 11,842  |
| pig and kentledge               | ... | 14,583 22 | 23,980  | 1,103 00  | 1,919   | 4,218 93 | 6,961  | 2,337 60  | 8,857   | 9,188 69  | 15,081  |
| hoop                            | ... | 1,265 43  | 3,453   | 631 80    | 1,779   | 2,330 04 | 8,766  | 3,114 33  | 858     | ...       | ...     |
| wire                            | ... | 6,109 03  | 41,541  | 1,196 17  | 8,154   | 810 72   | 5,270  | 5,419 36  | 36,732  | 1,913 84  | 7,663   |
| nails                           | ... | 1,294 18  | 5,824   | 1,337 73  | 6,109   | 275 37   | 1,239  | 167 82    | 324     | 2,304 54  | 10,370  |
| ware and manufactured...        | ... | 2,236 61  | 16,183  | 539 24    | 2,697   | 154 11   | 830    | ...       | 839     | 2,443 93  | 17,321  |
| unmanufactured...               | ... | 80 00     | 60      | 448 83    | 898     | ...      | ...    | 3         | 6       | 476 83    | 952     |
| Lead, in pigs                   | ... | 33,974 19 | 211,240 | 1,917 04  | 10,390  | 645 00   | 3,496  | 80,086 58 | 433,907 | ...       | ...     |
| in sheets...                    | ... | 296 56    | 1,779   | 541 00    | 3,246   | 97 83    | 587    | 6 70      | 40      | 733 03    | 4,398   |
| Tin slabs                       | ... | 2,185 81  | 46,886  | 27,670 25 | 593,526 | 287 61   | 6,169  | 21,005 56 | 450,569 | 8,582 89  | 183,674 |
| plates                          | ... | 5,675 24  | 48,177  | 1,100 87  | 9,037   | 90 98    | 746    | 4,900 93  | 40,187  | 1,934 20  | 16,271  |
| Steel                           | ... | 3,307 89  | 14,058  | 312 00    | 1,336   | 263 79   | 1,117  | 8,809 29  | 37,439  | ...       | ...     |
| Copper, bar and rod             | ... | 8,723 30  | 137,010 | 28 42     | 512     | 80 38    | 1,447  | 5,403 00  | 97,254  | 3,286 34  | 38,880  |
| sheet                           | ... | 953 11    | 19,043  | 212 28    | 4,246   | 6 47     | 1,239  | 781 24    | 14,623  | 425 68    | 8,534   |
| old                             | ... | 987 30    | 13,822  | 206 33    | 2,889   | 645 23   | 9,033  | 886 93    | 12,543  | ...       | ...     |
| wire                            | ... | 441 32    | 9,707   | 8 00      | 66      | ...      | 176    | 4 68      | 103     | 431 54    | 9,494   |
| nails                           | ... | 8 15      | 167     | 11 28     | 231     | ...      | ...    | ...       | ...     | 19 43     | 398     |
| ware and manufac-               | ... | 395 84    | 8,709   | 1 20      | 26      | 74 50    | 1,639  | 362 71    | 7,980   | ...       | ...     |
| tured, unclassified and         | ... | ...       | ...     | ...       | ...     | ...      | ...    | ...       | ...     | ...       | ...     |
| Yellow-metal, sheathing and     | ... | 3,022 21  | 66,489  | 547 03    | 13,034  | 609 29   | 13,404 | 346 66    | 7,627   | 2,613 29  | 57,492  |
| rails                           | ... | 58 40     | 701     | ...       | ...     | ...      | ...    | 94 40     | 1,183   | ...       | ...     |
| Gunmetal                        | ... | 96 00     | 673     | ...       | ...     | 16 63    | 116    | 69 00     | 455     | 10 37     | 101     |
| Zinc sheets                     | ... | 183 06    | 18,488  | 546 80    | 55,227  | 5 62     | 568    | 823 59    | 83,182  | ...       | ...     |
| Quicksilver                     | ... | ...       | 48,659  | ...       | 11,580  | ...      | 1,523  | ...       | 41,212  | ...       | 17,504  |
| Nickel, unmanufactured, un-     | ... | ...       | ...     | ...       | ...     | ...      | ...    | ...       | ...     | ...       | ...     |
| classified, as hardware, brass- | ... | ...       | ...     | ...       | ...     | ...      | ...    | ...       | ...     | ...       | ...     |
| ware, brass buttons, steel      | ... | ...       | ...     | ...       | ...     | ...      | ...    | ...       | ...     | ...       | ...     |
| anchors and chains              | ... | 936 14    | 4,681   | 366 42    | 1,832   | 833 34   | 1,667  | 108 08    | 540     | 861 14    | 4,306   |
| Timber—                         | ... | ...       | ...     | ...       | ...     | ...      | ...    | ...       | ...     | ...       | ...     |
| Beams                           | ... | 7,796     | 49,757  | ...       | ...     | ...      | ...    | 1,698     | 10,816  | 6,098     | 38,941  |
| Crooks and rices                | ... | 1,126     | 5,860   | ...       | ...     | ...      | ...    | 60,000    | ...     | 1,136     | 5,260   |
| Laths and Shingles              | ... | 423,349   | 3,997   | ...       | ...     | ...      | ...    | 1,452     | 736     | 368,349   | 8,697   |
| Trunks and poles                | ... | 7,493     | 3,747   | ...       | ...     | ...      | ...    | 1,915     | 486     | 6,041     | 8,021   |
| Planks, hardwood                | ... | 63,840    | 25,536  | 4,230     | 1,692   | ...      | ...    | 74,764    | 2,990   | 66,855    | 26,742  |
| soft wood                       | ... | 8,545,948 | 341,534 | ...       | ...     | 14,750   | 590    | ...       | ...     | 8,466,334 | 938,954 |
| Sundries—                       | ... | ...       | ...     | ...       | ...     | ...      | ...    | ...       | ...     | ...       | ...     |
| Amber                           | ... | 114 40    | 1,602   | 08        | 64      | ...      | ...    | 2 55      | 2,040   | 114 40    | 1,602   |
| Aniseed star                    | ... | 200       | 10      | 8,600     | 420     | ...      | ...    | 16,770    | ...     | ...       | ...     |
| Bag, gunny                      | ... | 1,805 20  | 3,610   | ...       | ...     | ...      | ...    | 132 26    | 265     | 1,672 94  | 3,345   |
| Bark, Japan                     | ... | 1,239 70  | 9,917   | ...       | ...     | ...      | ...    | ...       | ...     | 1,339 70  | 9,917   |
| Beans and peas...               | ... | 300       | 120     | 594       | 238     | ...      | ...    | 690       | ...     | 304 34    | 82      |
| Belts, elastic                  | ... | 1,532 14  | 5,133   | 15,246 68 | 51,076  | ...      | ...    | 16,234 48 | 54,352  | 68 82     | 1,837   |
| Betel-nuts                      | ... | 461 90    | 693     | 2,097 63  | 3,147   | ...      | ...    | 1,768 71  | 2,665   | 780 82    | 1,187   |
| Betel-nut husk                  | ... | 7,921 31  | 243,165 | 6,634 12  | 153,130 | ...      | ...    | 6,612 98  | 321,491 | 7,946 45  | 176,795 |
| Bicho de mer                    | ... | ...       | ...     | ...       | ...     | ...      | ...    | ...       | ...     | ...       | ...     |

|                             | Imports from Foreign Countries. |         | Imports from Hong Kong and Chinese Ports. |         | Re-exports to Foreign Countries. |        | Re-exports to Chinese Ports and Hong Kong. |         | Net Total Imports. |         |
|-----------------------------|---------------------------------|---------|---|---------|----------------------------------|--------|--|---------|--------------------|---------|
|                             | Quantity.                       | Value.  | Quantity.                                 | Value.  | Quantity.                        | Value. | Quantity.                                  | Value.  | Quantity.          | Value.  |
| <i>Snuffers, continued—</i> |                                 | Taels.  |   | Taels.  |                                  | Taels. |  | Taels.  |                    | Taels.  |
| Birds' nests                | 183 49                          | 81,923  | 236 12                                    | 266,365 | ...                              | ...    | 70 44                                      | 84,855  | 349 17             | 266,430 |
| Bones, Tigers               | 5 85                            | 117     | 10 00                                     | 200     | ...                              | ...    | 3 12                                       | 62      | 12 73              | 255     |
| Birds and fowls             | 23,178                          | 61      | ...                                       | ...     | 31,780                           | 84     | ...  | ...     | 1 54               | 671     |
| Campbell, barros            | 1,395 06                        | 12,565  | 2 92                                      | 1,495   | ...                              | ...    | 1 47                                       | 893     | ...                | 77,238  |
| Cardamom, superior          | ...                             | 4,484   | 43 15                                     | 388     | ...                              | ...    | 2,020 34                                   | 18,183  | 114 92             | 17,333  |
| Cement                      | 1,378 98                        | 2,758   | 393 86                                    | 59,079  | ...                              | ...    | 2,778 94                                   | 41,941  | 969 30             | 77,543  |
| Charcoal                    | 3,254 34                        | 1,953   | 4,781 34                                  | 832,506 | ...                              | ...    | 3,552                                      | 300,275 | ...                | ...     |
| China root                  | 294 85                          | 1,249   | ...                                       | ...     | 1,443 24                         | 2,886  | ...  | ...     | ...                | 1,953   |
| China ware, fine            | 57 01                           | 2,851   | 21 20                                     | ...     | ...                              | ...    | ...  | ...     | 3,354 34           | 1,476   |
| China ware, coarse          | 1 68                            | ...     | ...                                       | ...     | ...                              | ...    | ...  | ...     | 246 05             | 1,476   |
| Clacks                      | 9,318                           | 22,271  | ...                                       | ...     | ...                              | ...    | 12 80                                      | 640     | 44 31              | 2,311   |
| Claws                       | 674 29                          | 8,766   | 611                                       | 2,861   | 1,646                            | 4,115  | ...  | ...     | 1 68               | 17      |
| Coals                       | 114,232                         | 87,876  | 307 91                                    | 3,690   | ...                              | ...    | 3,877 01                                   | 11,498  | 4,606              | 9,521   |
| Coconut                     | ...                             | 1,084   | ...                                       | 8,933   | 6,083                            | 46,535 | 643 01                                     | 7,828   | 339 19             | 4,630   |
| Coffee                      | 232 73                          | 993     | 560 19                                    | 6,722   | 25 11                            | 252    | 5,947                                      | 45,490  | 103,286            | 790,144 |
| Coin                        | 4 50                            | 22      | 27 95                                     | 140     | ...                              | ...    | ...  | 301     | 596 01             | 7,152   |
| Coke                        | 10,410 90                       | 36,438  | ...                                       | ...     | ...                              | ...    | ...  | ...     | 32 45              | 163     |
| Cotton waste                | 135 88                          | ...     | 20 27                                     | 61      | ...                              | ...    | 4 20                                       | 15      | 10,406 70          | 36,423  |
| Curtains                    | 627                             | 378     | ...                                       | ...     | ...                              | ...    | 36 21                                      | 109     | 56 94              | 177     |
| Cutch                       | 465 12                          | 6,931   | ...                                       | 401     | 458                              | 4,918  | ...  | 40      | 1,973              | 1,973   |
| Dress and colours           | ...                             | 931     | 200 64                                    | ...     | ...                              | ...    | 411 33                                     | 510     | 254 43             | 610     |
| Elephants' teeth, whole     | 616 74                          | 33,517  | 899                                       | 44,638  | 27                               | 2,715  | 839 05                                     | 83,462  | 41,978             | 41,978  |
| Elephants' teeth, broken    | ...                             | 103     | 67 78                                     | 9,306   | ...                              | ...    | ...  | ...     | 68 37              | 9,404   |
| Feathers, Kingfishers       | 46,594                          | ...     | 24 58                                     | 9,141   | ...                              | ...    | ...  | ...     | 24 58              | 1,230   |
| Firewood                    | 3,680 00                        | 3,361   | 130,576                                   | 9,141   | ...                              | ...    | 52,083                                     | 3,646   | 125,087            | 8,756   |
| Fish, Cuttle                | 7,990 00                        | 1,104   | 75 37                                     | ...     | ...                              | ...    | ...  | ...     | ...                | ...     |
| Fish, dry and salt          | 732                             | 95,866  | 34 31                                     | 905     | ...                              | ...    | 10,528 38                                  | 126,340 | 3,680 00           | 1,104   |
| Fish, maws                  | 16 78                           | 732     | 94 40                                     | 113     | 16 60                            | ...    | ...  | 713     | ...                | 122     |
| Flour                       | 201                             | ...     | 9 40                                      | ...     | ...                              | ...    | 87 66                                      | 1,059   | ...                | ...     |
| Flour, superior             | 41,396 20                       | 17,800  | ...                                       | ...     | ...                              | ...    | 3,437 60                                   | 1,478   | 87,958 60          | 16,322  |
| Ginseng, American           | 2,805 70                        | 7,014   | 3,155 27                                  | 7,888   | 22 50                            | 56     | 8,856 42                                   | 2,141   | 5,082 05           | 12,705  |
| Ginseng, Japan              | ...                             | ...     | 615 66                                    | 182,133 | 92                               | 278    | 284 43                                     | 66,101  | 570 81             | 115,756 |
| Gold and silver thread      | 638 00                          | 346,491 | 7 01                                      | 8,499   | ...                              | ...    | 151 43                                     | 76,168  | 483 59             | 273,832 |
| Gum, Dragon's blood         | ...                             | 160     | ...                                       | ...     | 50                               | 1,090  | 1 30                                       | 450     | ...                | ...     |
| Gum, Resin                  | 1 98                            | ...     | ...                                       | ...     | ...                              | ...    | 83 38                                      | 867     | ...                | ...     |
| Gum, Resin, black           | ...                             | ...     | ...                                       | ...     | ...                              | ...    | 421 95                                     | 2,632   | 13 71              | 82      |
| Gum, Resin, white           | ...                             | 79      | ...                                       | 18,559  | ...                              | ...    | 1,013 53                                   | 8,108   | 687 12             | 5,497   |
| Hemp, white                 | ...                             | ...     | ...                                       | ...     | ...                              | ...    | 521 23                                     | 635     | ...                | ...     |
| Hemp, black                 | ...                             | ...     | ...                                       | ...     | ...                              | ...    | 1 13                                       | 30      | ...                | ...     |
| Horns, cow and buffalo      | ...                             | 1,016   | 15 92                                     | 508     | 1 50                             | 45     | ...  | ...     | 51 14              | 1,558   |
|                             | ...                             | 263     | ...                                       | ...     | ...                              | ...    | 57 91                                      | ...     | 7 91               | 81      |







## SUMMARY.

| Imports—                         |     | Taels.     | Taels.     |
|----------------------------------|-----|------------|------------|
| From Great Britain...            | ... | 23,079,370 |            |
| India ...                        | ... | 18,540,431 |            |
| Singapore and Straits            | ... | 399,402    |            |
| Australia ...                    | ... | 553,007    |            |
| British America ...              | ... | 170,540    |            |
| Continent of Europe (France)     | ... | 203,954    |            |
| "          " (other countries)   | ... | 519,724    |            |
| United States...                 | ... | 271,168    |            |
| Amoor Provinces                  | ... | 255        |            |
| Japan ...                        | ... | 2,691,315  |            |
| Philippine Islands               | ... | 103,839    |            |
| Siam ...                         | ... | 96,740     |            |
| Suez ...                         | ... | 6,000      |            |
| Hong Kong ...                    | ... | 4,877,545  |            |
| Total from foreign countries     | ... | 51,513,290 |            |
| Imports from Chinese ports       | ... | 770,665    |            |
| Total foreign imports            | ... |            | 52,283,955 |
| Re-exports—                      |     |            |            |
| To Great Britain ...             | ... | 59,948     |            |
| India ...                        | ... | 1,071      |            |
| Singapore and Straits            | ... | 3,631      |            |
| Continent of Europe (France) ... | ... | 7,191      |            |
| "          " (other countries)   | ... | 730        |            |
| United States ...                | ... | 33,876     |            |
| Amoor Provinces                  | ... | 7,678      |            |
| Japan ...                        | ... | 1,991,462  |            |
| Philippine Islands               | ... | 1,337      |            |
| Siam ...                         | ... | 1,847      |            |
| Hong Kong ...                    | ... | 510,711    |            |
| Total to foreign countries       | ... | 2,618,482  |            |
| To Newchwang                     | ... | 1,840,921  |            |
| Tientsin ...                     | ... | 9,471,118  |            |
| Chefoo ...                       | ... | 3,313,466  |            |
| Hankow ...                       | ... | 10,299,183 |            |
| Kewkiang...                      | ... | 2,822,269  |            |
| Chinkiang                        | ... | 8,716,081  |            |
| Ningpo ...                       | ... | 4,466,694  |            |
| Foochow ...                      | ... | 286,739    |            |
| Tamsin ...                       | ... | 5,130      |            |
| Takow ...                        | ... | 23,188     |            |
| Amoy ...                         | ... | 3,317      |            |
| Swatow ...                       | ... | 8,879      |            |
| Canton ...                       | ... | 15,988     |            |
| Total to Chinese ports           | ... | 41,272,973 |            |
| Total foreign re-exports         | ... |            | 43,891,455 |
| Net total foreign imports        | ... |            | 8,392,500  |

(Part II. Table No. 2.) TRADE in Native Produce. Imports and Re-exports.

|                          | Imports from Chinese Ports. |           | Imports from Hong Kong. |        | Re-exports to Chinese Ports. |           | Re-exports to Foreign Countries and Hong Kong. |            | Net Total Imports. |           |
|--------------------------|-----------------------------|-----------|-------------------------|--------|------------------------------|-----------|--|------------|--------------------|-----------|
|                          | Quantity.                   | Value.    | Quantity.               | Value. | Quantity.                    | Value.    | Quantity.                                      | Value.     | Quantity.          | Value.    |
| <b>Silk—</b>             |                             |           |                         |        |                              |           |  |            |                    |           |
| Raw, Ningpo ...          | 747 95                      | 299,180   | ...                     | Taels. | ...                          | Taels.    | 689 73   | Taels.     | 58 22              | Taels.    |
| " Hankow ...             | 2,502 84                    | 1,001,136 | ...                     | ...    | 303 26                       | 121,304   | 2,574 66                                       | 275,982    | ...                | 23,388    |
| " Chefoo ...             | 51 60                       | 15,480    | ...                     | ...    | 8 34                         | 1,062     | 39 51  | 1,024,866  | 8 75               | 2,035     |
| " Chinkiang ...          | 114 61                      | 34,833    | ...                     | ...    | 1 61                         | 463       | 0 19   | 11,583     | 112 80             | 33,841    |
| " Canton ...             | ...                         | ...       | ...                     | ...    | ...                          | ...       | 5 58   | 2,352      | ...                | ...       |
| " Newchwang ...          | ...                         | ...       | ...                     | ...    | ...                          | ...       | ...  | ...        | ...                | ...       |
| Refuse or waste ...      | 226 30                      | 9,032     | ...                     | ...    | ...                          | ...       | ...  | ...        | ...                | ...       |
| Coarse or wild ...       | 27 00                       | 8,100     | ...                     | ...    | ...                          | ...       | 129 49   | 5,180      | 96 81              | 3,872     |
| Cocons ...               | 21 14                       | 998       | ...                     | ...    | 5 93                         | 1,779     | 3 25   | 975        | 11 62              | 5,846     |
| Worms' eggs ...          | 18                          | 712       | ...                     | ...    | ...                          | ...       | 17 67  | 3,684      | ...                | ...       |
| Ribbons ...              | 771 00                      | 539,710   | ...                     | 420    | ...                          | ...       | ...  | ...        | 18                 | 712       |
| Floss ...                | ...                         | ...       | 0 60                    | ...    | 622 97                       | 456,679   | ...  | ...        | 148 63             | 104,051   |
| Thread and tassels ...   | 84 89                       | 27,195    | ...                     | ...    | 4 96                         | 1,488     | ...  | ...        | ...                | ...       |
| Piece goods, fine ...    | 903 22                      | 544,352   | 1 89                    | 940    | 11 34                        | 5,670     | ...  | ...        | ...                | ...       |
| " coarse ...             | 1,250 58                    | 382,324   | 10 80                   | 6,480  | 795 41                       | 477,246   | 150 06   | 90,088     | 44 03              | 22,465    |
| Silk and cotton mixtures | 122 57                      | 18,386    | 4 15                    | 1,698  | 195 51                       | 60,838    | 704 01   | 243,831    | ...                | 70,183    |
| <b>Tea—</b>              |                             |           |                         |        |                              |           |  |            |                    |           |
| Black, Hankow ...        | 319,476 92                  | 9,584,308 | ...                     | ...    | 43,984 80                    | 1,318,029 | 377,869 27                                     | 11,321,078 | ...                | ...       |
| " Kewtiang ...           | 95,482 91                   | 2,862,988 | ...                     | ...    | ...                          | ...       | 4,290 44                                       | 128,713    | 91,142 50          | 2,734,275 |
| " Foochow ...            | 8,199 77                    | 163,995   | ...                     | ...    | 3,689 68                     | 73,794    | 570 63   | 11,413     | 4,439 36           | 78,788    |
| " Ningpo ...             | ...                         | ...       | ...                     | ...    | ...                          | ...       | ...  | ...        | ...                | ...       |
| " Amoy ...               | 1,851 74                    | 37,035    | ...                     | ...    | ...                          | ...       | 1,851 74                                       | 37,035     | ...                | ...       |
| " Canton ...             | 1 00                        | 20        | ...                     | ...    | ...                          | ...       | ...  | ...        | 1 00               | 20        |
| " Green, Ningpo ...      | 15 75                       | 315       | ...                     | ...    | ...                          | ...       | 0 60   | ...        | 15 15              | 803       |
| " Kewtiang ...           | 153,968 23                  | 8,079,365 | ...                     | ...    | 1,725 60                     | 34,512    | 154,960 93                                     | 8,099,219  | ...                | ...       |
| " Chinkiang ...          | 72,845 82                   | 2,549,094 | ...                     | ...    | ...                          | ...       | 67,919 46                                      | 2,877,181  | 4,926 15           | 172,493   |
| " Canton ...             | 2,837 36                    | 114,294   | ...                     | ...    | ...                          | ...       | ...  | ...        | 2,857 36           | 114,294   |
| " Brick ...              | 92,273 47                   | 738,188   | ...                     | ...    | 95,297 03                    | 762,376   | 787 50   | 23,635     | ...                | ...       |
| " Leaf ...               | 4,876 34                    | 14,729    | ...                     | ...    | ...                          | ...       | 2,499 21                                       | 20,794     | ...                | ...       |
| " Dust ...               | 945 24                      | 2,825     | ...                     | ...    | 674 51                       | 2,024     | 1,86 47  | 1,705      | 4,121 46           | 12,465    |
| <b>Cotton—</b>           |                             |           |                         |        |                              |           |  |            |                    |           |
| Raw, Ningpo ...          | 16,176 80                   | 153,679   | ...                     | ...    | 662 69                       | 6,295     | 13,822 24                                      | 131,312    | 1,691 87           | 16,072    |
| " Rags ...               | ...                         | ...       | ...                     | ...    | ...                          | ...       | ...  | ...        | ...                | ...       |
| " Thread ...             | ...                         | ...       | 0 35                    | 5      | ...                          | ...       | ...  | ...        | ...                | ...       |
| " Nankens ...            | 1,607 42                    | 50,032    | 3 25                    | 98     | 1,097 34                     | 32,820    | 431 80   | 12,989     | 142 04             | 4,261     |



|                               | Imports from Chinese Ports. |               | Imports from Hong Kong. |               | Re-exports to Chinese Ports. |               | Re-exports to Foreign Countries and Hong Kong. |               | Net Total Imports. |               |
|-------------------------------|-----------------------------|---------------|-------------------------|---------------|------------------------------|---------------|--|---------------|--------------------|---------------|
|                               | Quantity.                   | Value. Taels. | Quantity.               | Value. Taels. | Quantity.                    | Value. Taels. | Quantity.                                      | Value. Taels. | Quantity.          | Value. Taels. |
| Fans, palm-leaf, untrimmed .. | 3,300,800                   | 29,708        | 10,354,643              | 93,192        | 5,034,985                    | 45,315        | 1,200  | 11            | 8,619,258          | 77,574        |
| " paper ..                    | 758,875                     | 37,944        | 3,001                   | 150           | 745,065                      | 37,253        | 5,450  | 273           | 11,363             | 568           |
| " silk ..                     | 2,288                       | 915           | ...                     | ...           | 1,062                        | 425           | ...  | ...           | 1,226              | 490           |
| Felt ..                       | 383 42                      | 5,102         | ...                     | ...           | 130 10                       | 2,342         | 127 52   | ...           | 25 80              | 465           |
| Fire-crackers ..              | 3,421 47                    | 51,322        | 186 18                  | 2,793         | 396 18                       | 5,942         | 515 48   | 7,733         | 2,695 99           | 40,440        |
| Fish, cuttle ..               | 50,746 46                   | 608,958       | 50 95                   | 611           | 46,537 04                    | 558,444       | 1,155 80                                       | 13,864        | 3,105 07           | 37,261        |
| " dried ..                    | 5,525 81                    | 4,305         | 5 57                    | 46            | 811 95                       | 6,496         | 218 10   | 1,745         | ...                | ...           |
| " salted ..                   | 3,459 84                    | 17,999        | 421 41                  | 2,107         | 1,540 39                     | 7,701         | 749 86   | 3,750         | 1,591 10           | 7,955         |
| " may ..                      | 989 32                      | 19,784        | 87 40                   | 1,748         | 918 66                       | 18,373        | 3 70   | 74            | 151 26             | 3,083         |
| " rice ..                     | 84 91                       | 1,274         | ...                     | ...           | 95 83                        | 1,445         | 13 00  | 195           | ...                | ...           |
| " skin ..                     | 959 61                      | 1,598         | ...                     | ...           | 210 31                       | 1,052         | ...  | ...           | ...                | ...           |
| Fishing-nets ..               | 216 65                      | 8,606         | ...                     | ...           | 1 90                         | 76            | ...  | ...           | ...                | ...           |
| Flints ..                     | 780 05                      | 634           | ...                     | ...           | ...                          | ...           | ...  | ...           | ...                | ...           |
| Flour, native ..              | 4,753 38                    | 14,894        | 1,826 84                | 3,645         | 387 79                       | 894           | ...  | ...           | ...                | ...           |
| Flowers, dried ..             | 1,633 81                    | 17,972        | ...                     | ...           | 1,586 01                     | 17,446        | ...  | ...           | ...                | ...           |
| " seed ..                     | 3,058 49                    | 109,925       | 67 07                   | 3,353         | 1,798 41                     | 86,493        | 7 50   | 123           | 6,984 83           | 17,092        |
| " plant ..                    | 481,982                     | 60,174        | ...                     | ...           | 44,827                       | 6,053         | ...  | ...           | ...                | ...           |
| Fruits, dried ..              | 116,795 48                  | 591,087       | 274 04                  | 1,460         | 2,332 95                     | 11,633        | 9 00   | 450           | 385 15             | 19,407        |
| " fresh ..                    | 40,789 30                   | 172,602       | 199 02                  | 1,146         | 2,984 87                     | 17,965        | 23,069 52                                      | 109,329       | 63,007 05          | 55,088        |
| Kungus ...                    | 10,184 51                   | 203,090       | ...                     | ...           | 4,322 37                     | 65,984        | 2,403 03                                       | 43,061        | 35,703 55          | 135,780       |
| Galangal ..                   | 61 16                       | 91            | 4,835 16                | 7,338         | 6,674 30                     | 6,484         | ...  | ...           | 4,972 38           | 99,445        |
| Ginseng, native, ..           | 20,776 75                   | 124,061       | ...                     | ...           | 224 19                       | 40,046        | 10,652   | 39,916        | 363 35             | 845           |
| " root ..                     | 762 44                      | 467,464       | ...                     | ...           | 324 13                       | 134,511       | 57 87  | 34,725        | ...                | ...           |
| " Korean, 1st quality ..      | 129 96                      | 51,984        | ...                     | ...           | 31 33                        | 12,492        | ...  | ...           | 480 37             | 283,225       |
| " " 2nd ..                    | 53 85                       | 53,850        | ...                     | ...           | 26 33                        | 26,230        | ...  | ...           | 95 73              | 39,493        |
| " re-clarified ..             | 14 04                       | 7,020         | ...                     | ...           | 7 83                         | 3,915         | 14 90  | 14,900        | 12 72              | 12,720        |
| Glassware ..                  | 36 46                       | 7,292         | 2 65                    | 530           | 18 01                        | 3,602         | 0 15   | 676           | 6 06               | 2,430         |
| Glue, cow ..                  | 3,265 48                    | 65,310        | 50 63                   | 1,012         | 1,035 00                     | 20,700        | ...  | ...           | 21 10              | 4,229         |
| Gold thread, imitation ..     | 3,111 83                    | 28,007        | 371 21                  | 3,841         | 1,338 85                     | 12,050        | 6 09   | 120           | 2,273 08           | 45,502        |
| Grass cloth, fine ..          | 7 89                        | 592           | 0 47                    | 35            | 8 95                         | 671           | 3 10   | 27            | 2,141 19           | 19,271        |
| " coarse ..                   | 316 54                      | 18,981        | 40 63                   | 2,437         | 32 49                        | 1,949         | ...  | ...           | ...                | ...           |
| Gypsum ..                     | 6,073 09                    | 151,827       | 78 14                   | 1,954         | 2,185 34                     | 54,634        | 3 18   | 191           | 321 29             | 19,278        |
| Hair, goats' ..               | 50,382 00                   | 35,267        | ...                     | ...           | 11,603 50                    | 8,122         | 16 77  | 419           | 3,940 12           | 98,723        |
| " camel ..                    | 1,075 90                    | 26,898        | ...                     | ...           | 58 15                        | 523           | 26,777 20                                      | 18,744        | 12,001 30          | 8,401         |
| " horse ..                    | 844 85                      | 2,759         | ...                     | ...           | ...                          | ...           | 61 01  | 549           | 293 82             | 2,645         |
| Hams ..                       | 404 40                      | 5,357         | 5 70                    | 74            | 84 91                        | 679           | 1,273 64                                       | 31,841        | ...                | ...           |
| Harall ..                     | 303 59                      | 2,783         | 26 09                   | 234           | 272 87                       | 3,615         | 144 24   | 1,875         | ...                | ...           |
| Hats, straw and bamboo ..     | 1,401,667                   | 16,380        | 352                     | 4             | 131,688                      | 2,457         | 1,189,425                                      | 14,273        | 90,906             | 510           |
| Hemp ..                       | 73,352 92                   | 660,176       | ...                     | ...           | 33,890 74                    | 1,460         | 15,377 27                                      | 138,395       | 24,084 91          | 216,764       |





|                           | Imports from Chinese Ports. |           | Imports from Hong Kong. |         | Re-exports to Chinese Ports. |           | Re-exports to Foreign Countries and Hong Kong. |        | Net Total Imports. |        |
|---------------------------|-----------------------------|-----------|-------------------------|---------|------------------------------|-----------|--|--------|--------------------|--------|
|                           | Quantity.                   | Value.    | Quantity.               | Value.  | Quantity.                    | Value.    | Quantity.                                      | Value. | Quantity.          | Value. |
| Opium, prepared           | 31 34                       | 21,938    | 8 24                    | 2,268   | 39 89 <sup>1</sup>           | 27,928    | ...  | ...    | ...                | ...    |
| Paint, assorted           | 437 31                      | 6,409     | 86 67                   | 1,550   | 323 75                       | 4,856     | ...  | ...    | ...                | ...    |
| Paper, 1st quality        | 13,102 17                   | 285,689   | 220 23                  | 3,864   | 8,619 15                     | 155,115   | ...  | ...    | ...                | ...    |
| " 2nd "                   | 27,499 12                   | 219,993   | 740 87                  | 9,927   | 25,971 95                    | 207,776   | ...  | ...    | ...                | ...    |
| Peel, orange              | 1,991 11                    | 9,691     | 2,131 26                | 9,691   | 2,321 11                     | 10,445    | ...  | ...    | ...                | ...    |
| " punelo                  | 639 56                      | 14,631    | 53 00                   | 795     | 248 13                       | 6,109     | ...  | ...    | ...                | ...    |
| Prawns and shrimps, dried | 1,253 98                    | 18,809    | 853 41                  | 12,803  | 675 93                       | 10,139    | ...  | ...    | ...                | ...    |
| Preserves                 | 4,011 19                    | 60,167    | 196 62                  | 2,953   | 2,296 76                     | 34,452    | ...  | ...    | ...                | ...    |
| Provisions, dried         | 1,383 48                    | 6,918     | 23 44                   | 1,117   | 1,809 73                     | 9,198     | ...  | ...    | ...                | ...    |
| Quartz                    | 2,552 48                    | 12,765    | ...                     | ...     | 1,053 75                     | 5,444     | ...  | ...    | ...                | ...    |
| Rattan, split             | 919 40                      | 7,355     | 8,777 88                | 30,219  | 2,317 76                     | 21,937    | ...  | ...    | ...                | ...    |
| Rhubarb                   | 3,391 07                    | 101,732   | ...                     | ...     | 732 16                       | 21,937    | ...  | ...    | ...                | ...    |
| Rice                      | 31,649 08                   | 87,971    | 658 12                  | ...     | 57,592 63                    | 69,171    | ...  | ...    | ...                | ...    |
| " red "                   | 1,197 57                    | 9,355     | ...                     | ...     | 766 04                       | 1,832     | ...  | ...    | ...                | ...    |
| Rosin, gum                | 1,484 07                    | 7,430     | ...                     | ...     | 378 80                       | 1,894     | ...  | ...    | ...                | ...    |
| Rouge                     | 1,198 44                    | 4,449     | ...                     | ...     | 143 97                       | 3,242     | ...  | ...    | ...                | ...    |
| Safflower                 | 4,543 44                    | 340,083   | ...                     | ...     | 1,189 86                     | 89,339    | ...  | ...    | ...                | ...    |
| Samshoo                   | 2,931 77                    | 8,304     | 230 42                  | ...     | 1,868 34                     | 4,046     | ...  | ...    | ...                | ...    |
| Seaweed and agar-agar     | 889 08                      | 3,036     | 4 80                    | ...     | 390 90                       | 1,382     | ...  | ...    | ...                | ...    |
| Seeds, olives             | 661 09                      | 992       | 9 30                    | ...     | 1 53                         | 2         | ...  | ...    | ...                | ...    |
| " sassaum "               | 4,863 77                    | 8,755     | ...                     | ...     | 2,825 97                     | 5,087     | ...  | ...    | ...                | ...    |
| " vegetable "             | 4,324 32                    | 6,326     | ...                     | ...     | 3 05                         | 5         | ...  | ...    | ...                | ...    |
| Shoes, satin and cotton   | 30,951                      | 17,257    | 4,116                   | 2,431   | 11,598                       | 7,138     | ...  | ...    | ...                | ...    |
| Skins, fox, and tails     | 10,050                      | 24,265    | ...                     | ...     | 6,347                        | 13,232    | ...  | ...    | ...                | ...    |
| " goats "                 | 22,221                      | 21,059    | ...                     | ...     | 667                          | 667       | ...  | ...    | ...                | ...    |
| " and others "            | 1,098                       | 927       | ...                     | ...     | 672                          | 337       | ...  | ...    | ...                | ...    |
| " sheep's and lambs' "    | 93,137                      | 119,080   | 1,880                   | 114     | 49,201                       | 63,961    | ...  | ...    | ...                | ...    |
| " squirrel, and tails     | 19,563                      | 21,430    | ...                     | ...     | 10,905                       | 11,996    | ...  | ...    | ...                | ...    |
| assured                   | 24,652                      | 8,414     | ...                     | ...     | 23,242                       | 7,624     | ...  | ...    | ...                | ...    |
| clothing                  | 17,932                      | 27,083    | ...                     | ...     | 37,417                       | 56,125    | ...  | ...    | ...                | ...    |
| Snuff, native             | 654 41                      | 19,032    | 4 40                    | 132     | 359 78                       | 10,793    | ...  | ...    | ...                | ...    |
| Soap                      | 17,235 85                   | 103,415   | ...                     | ...     | 848 33                       | 5,089     | ...  | ...    | ...                | ...    |
| " seed "                  | 2,034 52                    | 8,138     | ...                     | ...     | 1,168 88                     | 4,676     | ...  | ...    | ...                | ...    |
| Spelter                   | 2,660 00                    | 13,300    | ...                     | ...     | 657 74                       | 3,289     | ...  | ...    | ...                | ...    |
| Seed, native              | 5,001 86                    | 20,005    | ...                     | ...     | 4,872 63                     | 19,492    | ...  | ...    | ...                | ...    |
| Stockings, cotton         | 168 20                      | 2,523     | 15 45                   | 232     | 11 57                        | 173       | ...  | ...    | ...                | ...    |
| woolen                    | 9,700                       | 1,940     | ...                     | ...     | 3,100                        | 620       | ...  | ...    | ...                | ...    |
| Stone slabs               | 33,291                      | 6,658     | ...                     | ...     | 1,030 01                     | 15,450    | ...  | ...    | ...                | ...    |
| Straw braid               | 13,954 26                   | 202,314   | ...                     | ...     | 317,994 16                   | 1,112,630 | ...  | ...    | ...                | ...    |
| Sugar, brown              | 473,296 88                  | 1,656,539 | 156,970 17              | 549,396 | ...                          | ...       | ...  | ...    | ...                | ...    |



## SUMMARY.

|                                     |     |     |     |     | Taels.     | Taels.     | Taels.     |
|-------------------------------------|-----|-----|-----|-----|------------|------------|------------|
| Imports—                            |     |     |     |     |            |            |            |
| From Newchwang                      | ... | ... | ... | ... | 662,608    |            |            |
| Tientsin                            | ... | ... | ... | ... | 1,293,904  |            |            |
| Chefoo                              | ... | ... | ... | ... | 1,211,033  |            |            |
| Hankow                              | ... | ... | ... | ... | 16,312,369 |            |            |
| Kewkiang                            | ... | ... | ... | ... | 6,532,156  |            |            |
| Chinkiang                           | ... | ... | ... | ... | 569,850    |            |            |
| Ningpo                              | ... | ... | ... | ... | 4,792,769  |            |            |
| Foochow                             | ... | ... | ... | ... | 1,024,398  |            |            |
| Tamsui                              | ... | ... | ... | ... | 136,652    |            |            |
| Takow...                            | ... | ... | ... | ... | 83,716     |            |            |
| Amoy                                | ... | ... | ... | ... | 390,743    |            |            |
| Swatow                              | ... | ... | ... | ... | 2,906,931  |            |            |
| Canton                              | ... | ... | ... | ... | 3,053,483  |            |            |
| Total from Chinese ports            |     |     |     |     | ...        | 38,972,652 |            |
| From Hong Kong                      | ... | ... | ... | ... | ...        | 1,779,160  |            |
| Total native imports                |     |     |     |     | ...        | ...        | 40,751,812 |
| Re-exports—                         |     |     |     |     |            |            |            |
| To Newchwang                        | ... | ... | ... | ... | 258,041    |            |            |
| Tientsin                            | ... | ... | ... | ... | 3,654,814  |            |            |
| Chefoo                              | ... | ... | ... | ... | 265,467    |            |            |
| Hankow                              | ... | ... | ... | ... | 3,155,095  |            |            |
| Kewkiang                            | ... | ... | ... | ... | 645,807    |            |            |
| Chinkiang                           | ... | ... | ... | ... | 841,501    |            |            |
| Ningpo                              | ... | ... | ... | ... | 934,248    |            |            |
| Foochow                             | ... | ... | ... | ... | 443,730    |            |            |
| Tamsui                              | ... | ... | ... | ... | 607        |            |            |
| Takow                               | ... | ... | ... | ... | 1,090      |            |            |
| Amoy                                | ... | ... | ... | ... | 36,617     |            |            |
| Swatow                              | ... | ... | ... | ... | 525,980    |            |            |
| Canton                              | ... | ... | ... | ... | 1,318,564  |            |            |
| Hong Kong, for Chinese ports...     | ... | ... | ... | ... | 1,414,601  |            |            |
| Total to Chinese ports              |     |     |     |     | ...        | 13,496,762 |            |
| To Hong Kong, for foreign countries | ... | ... | ... | ... | 518,863    |            |            |
| Great Britain                       | ... | ... | ... | ... | 13,651,330 |            |            |
| India                               | ... | ... | ... | ... | 815,344    |            |            |
| Singapore and Straits               | ... | ... | ... | ... | 14,835     |            |            |
| Australia                           | ... | ... | ... | ... | 49,356     |            |            |
| British America                     | ... | ... | ... | ... | 14,196     |            |            |
| Continent of Europe (France)        | ... | ... | ... | ... | 439,041    |            |            |
| United States (other countries)     | ... | ... | ... | ... | 39,087     |            |            |
| United States                       | ... | ... | ... | ... | 4,009,823  |            |            |
| Russia (Odessa)                     | ... | ... | ... | ... | 98,934     |            |            |
| Amoor Provinces                     | ... | ... | ... | ... | 5,403      |            |            |
| Japan                               | ... | ... | ... | ... | 486,908    |            |            |
| Philippine Islands                  | ... | ... | ... | ... | 237        |            |            |
| Cochin China                        | ... | ... | ... | ... | 512        |            |            |
| Siam                                | ... | ... | ... | ... | 6,893      |            |            |
| Suez                                | ... | ... | ... | ... | 264,748    |            |            |
| Total to foreign countries          |     |     |     |     | ...        | 19,915,510 |            |
| Total native re-exports             |     |     |     |     | ...        | ...        | 33,412,272 |
| Net total native imports            |     |     |     |     | ...        | ...        | 7,339,540  |

Part II. (Table No. 3.)—TRADE in Native Produce. Exports and Re-exports.

|                            | Exports to Foreign Countries. |            | Exports to Hong Kong, (Destination uncertain). |         | Exports to Chinese Ports. |           | Total Re-exports to Foreign Countries, Hong Kong, and Chinese Ports. |            | Total Exports, including Re-exports. |            |
|----------------------------|-------------------------------|------------|--|---------|---------------------------|-----------|--|------------|--------------------------------------|------------|
|                            | Quantity.                     | Value.     | Quantity.                                      | Value.  | Quantity.                 | Value.    | Quantity.  | Value.     | Quantity.                            | Value.     |
| Silk—                      |                               | Taels.     |  | Taels.  |                           | Taels.    |  | Taels.     |                                      | Taels.     |
| Raw thrown ...             | 41,630 69                     | 20,815,345 | 279 17   | 139,585 | 114 83                    | 57,465    | 3,617 89   | 1,442,691  | 45,642 68                            | 22,455,086 |
| Coarse ...                 | ...                           | ...        | ...  | ...     | ...                       | ...       | 9 18   | 2,754      | 9 18                                 | 2,754      |
| Rearse or waste ...        | 3,100 96                      | 124,038    | ...  | ...     | ...                       | ...       | 129 46   | 5,180      | 3,230 45                             | 139,218    |
| Cocoons ...                | 454 30                        | 90,840     | ...  | ...     | ...                       | ...       | 17 67  | 3,534      | 471 87                               | 94,374     |
| Worms' eggs ...            | ...                           | ...        | ...  | ...     | ...                       | ...       | ...  | ...        | ...                                  | ...        |
| Piece goods, fine ...      | 85 63                         | 51,378     | 112 60   | 67,560  | 3,390 90                  | 2,084,540 | 945 47   | 567,284    | 4,534 60                             | 2,730,762  |
| " coarse ...               | 2 74                          | 1,233      | 0 30   | 135     | ...                       | ...       | 899 52   | 304,609    | 902 56                               | 306,087    |
| Floss ...                  | ...                           | ...        | ...  | ...     | ...                       | ...       | 4 96   | 1,488      | 5 55                                 | 1,655      |
| and cotton mixtures ...    | ...                           | ...        | ...  | ...     | ...                       | ...       | 123 32   | 18,498     | 248 43                               | 37,265     |
| Ribbons ...                | ...                           | ...        | ...  | ...     | ...                       | ...       | 622 97   | 436,079    | 650 37                               | 455,259    |
| Thread and tassels ...     | ...                           | ...        | 23 41  | 11,208  | 34 65                     | 17,335    | 11 84  | 5,670      | 78 01                                | 38,985     |
| Tea—                       |                               |            |  |         |                           |           |  |            |                                      |            |
| Black ...                  | 132 80                        | 2,652      | 10 97  | 205     | 76 94                     | 1,595     | 431,706 66   | 12,890,074 | 431,925 77                           | 12,894,456 |
| Green ...                  | 4,687 70                      | 140,681    | 1 50   | 45      | 547 52                    | 16,436    | 235,393 50   | 5,534,537  | 230,630 53                           | 5,691,639  |
| Brick ...                  | ...                           | ...        | ...  | ...     | ...                       | ...       | 27,896 34  | 783,170    | 97,896 34                            | 783,170    |
| Dust ...                   | ...                           | ...        | ...  | ...     | ...                       | ...       | 1,090 30   | 3,371      | 1,090 30                             | 3,371      |
| Leaf ...                   | 185 23                        | 556        | ...  | ...     | ...                       | ...       | 75 88  | 2,364      | 940 11                               | 2,890      |
| Cotton—                    |                               |            |  |         |                           |           |  |            |                                      |            |
| Raw ...                    | 24,448 58                     | 220,037    | 72,647 47                                      | 653,827 | 432,867 63                | 3,895,809 | 14,510 43  | 137,837    | 544,474 11                           | 4,907,510  |
| Seeds ...                  | ...                           | ...        | ...  | ...     | 1,811 60                  | 1,449     | 150 00   | 120        | 1,961 60                             | 1,569      |
| Yarn and thread ...        | ...                           | ...        | ...  | ...     | 63 35                     | 1,078     | 6 01   | 90         | 69 36                                | 1,168      |
| Nankeens ...               | 90 54                         | 2,716      | 3,044 10                                       | 91,323  | 17,050 85                 | 511,555   | 1,529 61   | 45,859     | 21,714 14                            | 651,423    |
| Sundries—                  |                               |            |  |         |                           |           |  |            |                                      |            |
| Alum, white ...            | 541 00                        | 920        | ...  | ...     | 795 40                    | 1,352     | 5,174 95   | 8,797      | 7,211 35                             | 11,069     |
| " green ...                | ...                           | ...        | ...  | ...     | ...                       | ...       | 2,873 71   | 2,299      | 2,873 71                             | 2,299      |
| Aniseed, star ...          | ...                           | ...        | 9 15   | 110     | ...                       | 216       | 1,832 86   | 21,874     | 1,850 01                             | 22,200     |
| " broken ...               | ...                           | ...        | ...  | ...     | ...                       | ...       | 739 68   | 4,378      | 729 68                               | 4,378      |
| Argenic ...                | ...                           | ...        | ...  | ...     | ...                       | ...       | 2,303 94   | 7,373      | 2,303 94                             | 7,373      |
| Bags, hemp and gunny ...   | ...                           | ...        | ...  | ...     | 16,000                    | 800       | 248,335  | 12,417     | 264,406                              | 13,231     |
| Grass and straw ...        | 70                            | 4          | ...  | ...     | 49,470                    | 989       | 187,700  | 3,754      | 237,570                              | 4,783      |
| Bamboo canes ...           | 500                           | 10         | ...  | ...     | 3,125                     | 63        | 131,332  | 2,627      | 134,437                              | 2,690      |
| " shoots, dried ...        | ...                           | ...        | ...  | ...     | 235 66                    | 1,885     | 18,955 52  | 151,644    | 19,191 18                            | 153,529    |
| " ware ...                 | ...                           | ...        | ...  | ...     | 217 21                    | 1,737     | 355 03   | 2,840      | 572 73                               | 4,581      |
| Beans and peas ...         | 2,115 80                      | 2,539      | 5,977 38                                       | 7,173   | 40,491 36                 | 49,130    | 40,491 36  | 49,130     | 86,102 41                            | 103,323    |
| Bean-cakes ...             | 91 47                         | 73         | 4,145 00                                       | 3,316   | 167,362 32                | 133,889   | 167,362 32   | 133,889    | 171,598 79                           | 137,278    |
| Books, with characters ... | 21 36                         | 319        | ...  | ...     | 215 41                    | 3,331     | 416 64   | 6,250      | 658 46                               | 9,877      |
| Boatwings ...              | ...                           | ...        | 5 15   | 77      | ...                       | ...       | 114 00   | 5,700      | 115 93                               | 5,799      |

|                              | Exports to Foreign Countries. |               | Exports to Hong Kong, (Destination uncertain). |               | Exports to Chinese Ports. |               | Total Re-exports to Foreign Countries, Hong Kong, and Chinese Ports. |               | Total Exports, including Re-exports. |               |
|------------------------------|-------------------------------|---------------|--|---------------|---------------------------|---------------|--|---------------|--------------------------------------|---------------|
|                              | Quantity.                     | Value. Taels. | Quantity.                                      | Value. Taels. | Quantity.                 | Value. Taels. | Quantity.  | Value. Taels. | Quantity.                            | Value. Taels. |
| Brass buttons ...            | ...                           | ...           | ...  | ...           | ...                       | ...           | ...  | ...           | 1,521 46                             | 76,073        |
| " foil ...                   | ...                           | ...           | 3 60   | 180           | 9 78                      | 78,401        | 1,508 08   | 78,401        | 182 18                               | 9,099         |
| " ware ...                   | 355 99                        | 9,901         | ...  | 4,061         | 11 34                     | 8,512         | 170 84   | 8,512         | 1,698 91                             | 39,973        |
| Camphor, native ...          | ...                           | ...           | 163 49   | ...           | 391 83                    | 16,215        | 648 60   | 16,215        | 81 52                                | 571           |
| Caps, felt ...               | 107,552                       | 19,359        | 190  | ...           | ...                       | ...           | 81 52  | ...           | 280,637                              | 63,134        |
| " silk ...                   | 2,736                         | 331           | 3,600  | 1,080         | 7,455                     | 85,738        | 191,965  | 85,738        | 14,051                               | 4,215         |
| Capoor cutchery ...          | ...                           | ...           | ...  | ...           | ...                       | ...           | 1,092 41   | 5,462         | ...                                  | ...           |
| Cardamoms, inferior ...      | ...                           | ...           | ...  | ...           | ...                       | ...           | ...  | ...           | ...                                  | ...           |
| " superior ...               | ...                           | ...           | ...  | ...           | ...                       | ...           | ...  | ...           | ...                                  | ...           |
| Carrots, native ...          | ...                           | ...           | 80   | 40            | 36,002                    | 11,346        | 22,692   | 11,346        | 58,771                               | 20,387        |
| Cassia buds ...              | ...                           | ...           | ...  | ...           | ...                       | ...           | 98 57  | 1,479         | 98 57                                | 1,479         |
| " lignea ...                 | ...                           | ...           | ...  | ...           | ...                       | ...           | 1,687 89   | 15,192        | 1,687 89                             | 15,192        |
| " twigs ...                  | ...                           | ...           | ...  | ...           | ...                       | ...           | 1,654 02   | 6,691         | 1,654 02                             | 6,691         |
| China root ...               | 27 70                         | 222           | ...  | ...           | 7 80                      | 131,612       | 16,451 40  | 131,612       | 16,456 40                            | 131,896       |
| " ware, fine ...             | 79 47                         | 1,390         | 8 51   | 170           | 45 64                     | 70,850        | 3,340 49   | 70,850        | 8,674 11                             | 75,523        |
| " coarse ...                 | 692 30                        | 6,923         | 0 50   | 5             | 124 28                    | 56,997        | 5,699 81   | 56,997        | 6,516 89                             | 65,168        |
| Clowchow ...                 | 15 65                         | 78            | 156 55   | 783           | 116 28                    | 883           | 723 13   | 8,615         | 1,011 61                             | 5,057         |
| Cinnabar ...                 | ...                           | ...           | ...  | ...           | ...                       | ...           | 44 15  | 883           | ...                                  | ...           |
| Cinnamon ...                 | ...                           | ...           | ...  | ...           | ...                       | ...           | 56 22  | 9,249         | 56 22                                | 9,249         |
| Coal ...                     | ...                           | ...           | ...  | ...           | ...                       | ...           | 14,236 00  | 5,693         | 14,236 00                            | 5,693         |
| Copper ore ...               | ...                           | ...           | ...  | ...           | ...                       | ...           | 270 05   | 9,701         | 270 05                               | 9,701         |
| " ware ...                   | 0 13                          | 3             | ...  | ...           | 14 88                     | 1,173         | 46 92  | 1,173         | 61 48                                | 1,536         |
| Corallian ware ...           | ...                           | ...           | ...  | ...           | ...                       | ...           | 18 57  | 3,711         | 18 57                                | 3,711         |
| Curios ...                   | 202                           | 11,516        | 13   | 1,422         | ...                       | 19,939        | 214  | 438 97        | 438 97                               | 83,465        |
| Dyestuffs ...                | 2 80                          | 28            | ...  | ...           | 85 46                     | 855           | 1,230 71   | 13,207        | 1,308 97                             | 19,920        |
| Earthenware ...              | 2,380 66                      | 47,613        | ...  | ...           | 154 23                    | 3,084         | 92 74  | 455           | 9,367 63                             | 15,132        |
| Eggs, preserved ...          | 59,335                        | 415           | 303,650  | 2,126         | 1,563,090                 | 10,940        | 6,400  | 1,836,600     | 1,932 40                             | 13,326        |
| Fans, palm-leaf, trimmed ... | ...                           | ...           | ...  | ...           | ...                       | ...           | 1,836,600  | 1,836,600     | 1,836,600                            | 41,322        |
| " untrimmed ...              | 200                           | 10            | 1,341  | 69            | 1,135,689                 | 56,785        | 5,036,385  | 5,036,385     | 1,887,785                            | 91,300        |
| " paper ...                  | 200                           | 20            | 1,030  | 408           | 27,021                    | 19,809        | 7,001,515  | 29,686        | 11,862                               | 11,862        |
| " silk ...                   | 550                           | 920           | ...  | ...           | ...                       | ...           | 15 55  | 169           | 706 53                               | 4,194         |
| Feathers, fowl ...           | 653 64                        | 4,785         | ...  | ...           | 19 60                     | 363           | 277 23   | 4,980         | 277 23                               | 4,980         |
| Felt ...                     | ...                           | ...           | ...  | ...           | ...                       | ...           | 257 62   | 4,637         | 913 62                               | 13,704        |
| Fire-crackers ...            | 1 96                          | 29            | ...  | ...           | ...                       | ...           | 911 66   | 18,675        | 47,869 09                            | 674,429       |
| Fish, cuttle ...             | ...                           | ...           | 14 90  | 179           | 161 85                    | 1,942         | 47,692 34  | 67,230 9      | 1,200 23                             | 9,602         |
| " dried ...                  | ...                           | ...           | ...  | ...           | 170 18                    | 1,861         | 1,030 05   | 8,241         | 2,428 80                             | 13,142        |
| " salted ...                 | 23 10                         | 111           | 0 50   | 2             | 113 55                    | 578           | 2,390 15   | 11,451        | 947 86                               | 18,957        |
| " news ...                   | ...                           | ...           | ...  | ...           | 26 50                     | 510           | 932 86   | 18,447        | 109 83                               | 1,640         |
| " rees ...                   | ...                           | ...           | ...  | ...           | ...                       | ...           | 109 83   | 1,640         | 210 31                               | 1,052         |
| " skins ...                  | ...                           | ...           | ...  | ...           | ...                       | ...           | 210 31   | 1,052         | ...                                  | ...           |



[illegible]

|                               | Exports to Foreign Countries. |        | Exports to Hong Kong, (Destination uncertain). |        | Exports to Chinese Ports. |         | Total Re-exports to Foreign Countries, Hong, and Chinese Ports. |            | Total Exports, including Re-exports. |           |
|-------------------------------|-------------------------------|--------|--|--------|---------------------------|---------|---|------------|--------------------------------------|-----------|
|                               | Quantity.                     | Value. | Quantity.                                      | Value. | Quantity.                 | Value.  | Quantity.   | Value.     | Quantity.                            | Value.    |
| Manure cakes ...              | ...                           | Taels. | ...  | Taels. | ...                       | Taels.  | ...   | Taels.     | ...                                  | Taels.    |
| Mats, straw ...               | 80                            | ...    | ...  | ...    | 8,024 39                  | 64,195  | 839,294   | 67,143     | 8,024 39                             | 67,143    |
| " tea and silk ...            | ...                           | ...    | ...  | ...    | 1,061                     | 86      | 281,510   | 5,630      | 840,455                              | 67,235    |
| Mating... ..                  | 60                            | 180    | ...  | ...    | ...                       | ...     | 102   | 806        | 281,510                              | 5,630     |
| Medicine ...                  | 248 58                        | 2,486  | 1,474 56                                       | 14,746 | ...                       | ...     | 119,059 84  | 1,190,598  | 163                                  | 488       |
| Mirrors with frames ...       | 60                            | 2      | ...  | ...    | 3,492 13                  | 34,921  | 63,833  | 1,945      | 134,305 11                           | 1,243,051 |
| Mushrooms ...                 | ...                           | ...    | ...  | ...    | ...                       | ...     | ...   | ...        | 63,303                               | 1,947     |
| Musk ...                      | 0 11 4                        | 1,368  | 10 00  | 250    | ...                       | 18      | 441 54  | 11,039     | 452 24                               | 11,307    |
| Mussels, dried ...            | ...                           | ...    | 0 34   | 4,080  | ...                       | 3,900   | 19 43   | 233,250    | 20 21 1/2                            | 243,598   |
| Oil, bean ...                 | 7,931 46                      | 27,760 | 296 50   | 1,038  | 453 83                    | 5 05    | 1,160 88  | 9,287      | 9,230 21                             | 92,307    |
| " ground nut ...              | 498 99                        | 2,245  | 5,081 17                                       | 22,775 | 8,318 30                  | 14,933  | 394 79  | 1,776      | 9,273 25                             | 41,733    |
| " tea ...                     | 645 63                        | 3,223  | ...  | ...    | 1 50                      | 8       | 1,157 38  | 5,787      | 1,804 61                             | 9,323     |
| " wood ...                    | ...                           | ...    | ...  | ...    | ...                       | ...     | 41,867 00   | 209,335    | 41,867 00                            | 209,335   |
| Opium, husk ...               | ...                           | ...    | 1 75   | ...    | ...                       | 2,190   | ...   | ...        | 7 7/8                                | 2,232     |
| " prepared ...                | ...                           | ...    | ...  | ...    | 72 98                     | ...     | ...   | 1,003      | ...                                  | 1,003     |
| Paints, assorted ...          | ...                           | ...    | ...  | ...    | ...                       | ...     | ...   | 27,923     | 40 32 1/2                            | 28,239    |
| Paper, 1st quality ...        | 33                            | ...    | ...  | ...    | 0 43                      | ...     | 385 87  | 6,753      | 394 97                               | 6,924     |
| " 2nd quality ...             | 41 31                         | 744    | ...  | ...    | 8 79                      | 132     | 9,376 31  | 172,37 1/2 | 10,131 43                            | 189,366   |
| " oiled ...                   | 26 61                         | 213    | 0 60   | 5      | 133 06                    | 1,064   | 26,276 83   | 210,215    | 26,437 10                            | 211,497   |
| Peel, orange ...              | ...                           | ...    | 11 20  | 112    | 110 16                    | 1,101   | ...   | ...        | 121 36                               | 1,213     |
| " ...                         | 0 23                          | ...    | 0 55   | 3      | 9 79                      | 43      | 2,351 11  | 10,445     | 2,331 68                             | 10,493    |
| Pean, Chinese ...             | 116,750                       | 1,751  | ...  | ...    | ...                       | ...     | 248 12  | 6,109      | 330,838                              | 6,109     |
| Prawns and shrimps, dried ... | ...                           | ...    | ...  | ...    | 213,388                   | 3,200   | 700   | 11         | ...                                  | 5,962     |
| Preserves and sweetmeats ...  | 18 41 1/2                     | 276    | 56 60  | 849    | 3 40                      | 36      | 1,150 01  | 17,250     | 1,152 41                             | 17,286    |
| Quartz ...                    | ...                           | ...    | ...  | ...    | 783 43                    | 10,986  | 2,487 91  | 37,819     | 3,295 35 1/2                         | 49,430    |
| Rattans, split ...            | ...                           | ...    | ...  | ...    | 0 50                      | 3       | 1,095 85  | 5,477      | 1,095 85                             | 5,480     |
| Rhubarb ...                   | 41 00                         | 1,280  | ...  | ...    | ...                       | ...     | 2,560 76  | 20,486     | 2,560 76                             | 20,486    |
| Rice ...                      | ...                           | ...    | ...  | ...    | ...                       | ...     | 3,168 22  | 95,047     | 3,209 22                             | 96,277    |
| " tribute ...                 | ...                           | ...    | ...  | ...    | 389,310 39                | 443,172 | 69,471  | 69,471     | 427,703 03                           | 512,643   |
| " red ...                     | ...                           | ...    | ...  | ...    | 244,734 70                | 293,682 | ...   | ...        | 244,734 70                           | 293,682   |
| Rouge ...                     | ...                           | ...    | ...  | ...    | ...                       | ...     | 767 80  | 1,535      | 767 80                               | 1,535     |
| Sailflower ...                | ...                           | ...    | ...  | ...    | 49 45                     | 1,137   | 145 74  | 3,332      | 195 19                               | 4,439     |
| Sanshoo ...                   | 208 48                        | 521    | 29 20  | ...    | ...                       | ...     | 2,556 88  | 191,766    | 2,556 88                             | 191,766   |
| Sea-bibber ...                | 8 50                          | 10     | 803 20   | 73     | 196 91                    | 492     | 2,334 04  | 5,836      | 2,768 63                             | 6,932     |
| Seaweed and agar-agar ...     | 7 20                          | 24     | ...  | 2,409  | 2,513 38                  | 7,540   | 684 63  | 1,754      | 3,904 71                             | 11,713    |
| Seeds, sesamum ...            | 3,819 02                      | 6,874  | ...  | ...    | 14 22                     | 45      | 392 70  | 1,387      | 414 13                               | 1,456     |
| " vegetable ...               | 5,310 79                      | 7,966  | ...  | ...    | 3,328 60                  | 5,991   | 5,591 04  | 10,064     | 12,738 68                            | 22,939    |
| Shoes, silk and cotton ...    | 265                           | 163    | 64   | 32     | ...                       | ...     | 4,287 91  | 6,431      | 9,593 70                             | 14,397    |
| " straw ...                   | 8,680                         | 174    | 143,541  | 2,870  | 1 1/2                     | 92      | 11,758  | 7,642      | 13,260                               | 7,919     |
| ...                           | ...                           | ...    | ...  | ...    | 64,399                    | 1,088   | 3,495   | 69         | 210,025                              | 4,201     |



## SUMMARY of No. 3.

| To—                                | Exports.   |            | Re-exports. |            | Total Exports and Re-exports. |            |
|------------------------------------|------------|------------|-------------|------------|-------------------------------|------------|
|                                    | Taels.     | Taels.     | Taels.      | Taels.     | Taels.                        | Taels.     |
| Great Britain... ..                | 13,214,897 |            | 13,651,330  |            | 28,866,227                    |            |
| India ... ..                       | 393,602    |            | 315,344     |            | 708,946                       |            |
| Singapore and Straits ... ..       | 64,254     |            | 14,835      |            | 79,089                        |            |
| Australia ... ..                   | ...        |            | 49,356      |            | 49,356                        |            |
| British America ... ..             | 6,525      |            | 14,196      |            | 20,721                        |            |
| Continent of Europe (France) ...   | 5,246,108  |            | 439,041     |            | 3,685,149                     |            |
| Ditto (other countries) ... ..     | 1,030,927  |            | 39,087      |            | 1,070,014                     |            |
| United States ... ..               | 1,305,659  |            | 4,009,823   |            | 5,315,482                     |            |
| Russia (Odessa) ... ..             | 1,600      |            | 98,934      |            | 100,534                       |            |
| Amoor Provinces ... ..             | 814        |            | 5,403       |            | 6,217                         |            |
| Japan ... ..                       | 312,376    |            | 456,908     |            | 799,284                       |            |
| Philippine Islands ... ..          | 25,142     |            | 237         |            | 25,379                        |            |
| Cochin China ... ..                | 252        |            | 512         |            | 764                           |            |
| Siam ... ..                        | 37,347     |            | 6,893       |            | 44,240                        |            |
| Suez ... ..                        | 2,964      |            | 264,748     |            | 267,712                       |            |
| Hong Kong, for foreign countries . | 275,842    |            | 518,863     |            | 794,705                       |            |
| Total to foreign countries ...     | ...        | 21,918,309 | ...         | 10,915,510 | ...                           | 41,633,819 |
| Hong Kong for Chinese ports ...    | 812,892    |            | 1,414,601   |            | 2,227,493                     |            |
| Newchwang ... ..                   | 183,847    |            | 258,041     |            | 441,888                       |            |
| Tientsin ... ..                    | 1,626,077  |            | 3,654,814   |            | 5,280,891                     |            |
| Chefoo ... ..                      | 211,713    |            | 265,467     |            | 477,180                       |            |
| Hankow ... ..                      | 3,442,390  |            | 3,155,095   |            | 6,597,485                     |            |
| Kiukiang ... ..                    | 89,106     |            | 645,087     |            | 734,913                       |            |
| Chiukiang ... ..                   | 9,223      |            | 841,501     |            | 850,724                       |            |
| Ningpo ... ..                      | 49,609     |            | 934,248     |            | 983,857                       |            |
| Foo-chow ... ..                    | 251,918    |            | 443,730     |            | 695,648                       |            |
| Tamsuy ... ..                      | 4,695      |            | 607         |            | 5,302                         |            |
| Takow ... ..                       | 14,690     |            | 1,690       |            | 16,380                        |            |
| Amoy ... ..                        | 371,537    |            | 36,617      |            | 408,154                       |            |
| Swatow ... ..                      | 1,023,377  |            | 525,980     |            | 1,549,357                     |            |
| Canton ... ..                      | 1,393,055  |            | 1,318,564   |            | 2,711,619                     |            |
| Total to Chinese ports ...         | ...        | 9,484,129  | ...         | 13,496,762 | ...                           | 22,980,891 |
| Grand Total ... ..                 | ...        | 31,402,438 | ...         | 33,412,272 | ...                           | 64,814,710 |

## (No. 6.)—EXPORT of Tea for the Year ending December 31, 1873.

## BLACK.

| To—                           | Congou.    | Oolong.  | Souchong. | Mixed.  | Total.     | Leaf.   | Dust.    | Brick.    |
|-------------------------------|------------|----------|-----------|---------|------------|---------|----------|-----------|
|                               | Piculs.    | Piculs.  | Piculs.   | Piculs. | Piculs.    | Piculs. | Piculs.  | Piculs.   |
| Great Britain ..              | 371,119 98 | 143 65   | ..        | ..      | 371,263 63 | 89 18   | 312 19   | 45 00     |
| Hong Kong ..                  | 965 13     | ..       | ..        | ..      | 965 13     | ..      | ..       | 2,061 60  |
| India ..                      | 195 07     | ..       | ..        | ..      | 195 07     | ..      | ..       | ..        |
| Singapore ..                  | 3 28       | ..       | ..        | ..      | 3 28       | ..      | ..       | ..        |
| Australia ..                  | 99 73      | ..       | ..        | ..      | 99 73      | ..      | ..       | ..        |
| British America ..            | ..         | ..       | ..        | ..      | ..         | ..      | ..       | ..        |
| United States of America ..   | 3,262 75   | 1,851 74 | 6 76      | 5 99    | 5,127 23   | 282 52  | ..       | 90 06     |
| Continent of Europe—France .. | 385 29     | ..       | ..        | ..      | 385 29     | ..      | ..       | ..        |
| “ other countries ..          | 48 73      | ..       | ..        | ..      | 48 73      | ..      | ..       | ..        |
| Russia (Odessa) ..            | 3,297 81   | ..       | ..        | ..      | 3,297 81   | ..      | ..       | ..        |
| Anoor Provinces ..            | 77 92      | ..       | ..        | ..      | 77 92      | ..      | ..       | 369 80    |
| Japan ..                      | 146 88     | ..       | 0 25      | 12 75   | 159 88     | ..      | ..       | 33 25     |
| Suez ..                       | 2,601 85   | ..       | ..        | ..      | 2,601 85   | ..      | 103 50   | ..        |
| Total to Foreign Countries .. | 382,204 42 | 1,995 39 | 7 00      | 18 74   | 384,225 55 | 371 70  | 415 69   | 2,599 21  |
| “ Chinese Ports ..            | 47,700 22  | ..       | ..        | ..      | 47,700 22  | 568 41  | 674 51   | 95,297 03 |
| Grand Total ..                | 429,904 64 | 1,995 39 | 7 00      | 18 74   | 431,925 77 | 940 11  | 1,090 20 | 97,896 24 |



| To---                           | GREEN.                  |                         |                          |                         |                        |                          | JAPAN.                 |             |
|---------------------------------|-------------------------|-------------------------|--------------------------|-------------------------|------------------------|--------------------------|------------------------|-------------|
|                                 | Gunpowder.              | Imperial.               | Young Hyson.             | Hyson.                  | Twankay.               | Total.                   | Coloured.              | Uncoloured. |
|                                 | Piculs.                 | Piculs.                 | Piculs.                  | Piculs.                 | Piculs.                | Piculs.                  | Piculs.                | Piculs.     |
| Great Britain ..                | 30,468 14 $\frac{1}{2}$ | 7,163 26                | 26,518 12 $\frac{3}{4}$  | 8,971 94 $\frac{1}{2}$  | 955 14 $\frac{1}{2}$   | 74,076 61 $\frac{3}{4}$  | 2,175 38 $\frac{1}{2}$ | 48 87       |
| Hong Kong..                     | ..                      | ..                      | 34 28                    | 567 60                  | ..                     | 601 88                   | ..                     | 36 00       |
| India ..                        | 37 76                   | ..                      | 3 82                     | 3,760 55 $\frac{1}{2}$  | ..                     | 3,802 13 $\frac{1}{2}$   | 1 60                   | ..          |
| Australia ..                    | 54 68                   | ..                      | 31 18                    | 12 96                   | ..                     | 98 82                    | ..                     | ..          |
| British America ..              | 306 80                  | 135 33                  | 363 96                   | 11 82                   | 8 19                   | 826 10                   | ..                     | ..          |
| United States of America ..     | 36,922 56 $\frac{5}{8}$ | 20,119 86 $\frac{7}{8}$ | 77,194 30 $\frac{1}{2}$  | 10,915 36 $\frac{3}{4}$ | 3,767 44 $\frac{1}{2}$ | 148,919 48 $\frac{3}{4}$ | 2,436 25               | ..          |
| Continent of Europe (France) .. | ..                      | 9 89                    | ..                       | 11 72                   | ..                     | 21 61                    | ..                     | ..          |
| Amoor Provinces ..              | ..                      | ..                      | ..                       | 1 05                    | ..                     | 1 05                     | ..                     | ..          |
| Japan ..                        | 4 60                    | ..                      | ..                       | 4 80                    | ..                     | 9 40                     | ..                     | ..          |
| Total to Foreign Countries ..   | 67,794 54 $\frac{7}{8}$ | 27,428 34 $\frac{7}{8}$ | 104,145 67               | 24,257 75 $\frac{1}{2}$ | 4,730 77 $\frac{1}{2}$ | 228,357 09 $\frac{1}{2}$ | 4,613 23 $\frac{1}{2}$ | 84 87       |
| " Chinese Ports ..              | 428 21 $\frac{1}{2}$    | 27 89 $\frac{7}{8}$     | 185 77 $\frac{1}{2}$     | 1,631 24                | ..                     | 2,273 12 $\frac{3}{8}$   | 7 00                   | ..          |
| Grand Total..                   | 68,222 76 $\frac{5}{8}$ | 27,456 24 $\frac{3}{8}$ | 104,331 44 $\frac{1}{2}$ | 25,888 99 $\frac{1}{2}$ | 4,730 77 $\frac{1}{2}$ | 230,630 22 $\frac{5}{8}$ | 4,620 23 $\frac{1}{2}$ | 84 87       |

(No. 7.)—EXPORT of Silk for the Year ending 31st December, 187

| To—                               | Raw, Fine. |            | Raw, Yellow. |           | Thrown. |         | Total. |            | Raw, Wild. |         | Waste. |          | Cocoons. |         | Japan. |        |
|-----------------------------------|------------|------------|--------------|-----------|---------|---------|--------|------------|------------|---------|--------|----------|----------|---------|--------|--------|
|                                   | Bales.     | Piculs.    | Bales.       | Piculs.   | Bales.  | Piculs. | Bales. | Piculs.    | Bales.     | Piculs. | Bales. | Piculs.  | Bales.   | Piculs. | Raw.   | Waste. |
| Great Britain ...                 | 33,216     | 26,459 70  | 771          | 743 90    | ...     | ...     | 33,987 | 27,202 60  | 2          | 2 0     | 1,090  | 2,729 45 | 1        | 1 03    | ...    | ...    |
| Hong Kong ...                     | 348        | 279 17     | 41           | 54 50     | ...     | ...     | 889    | 333 67     | ...        | ...     | ...    | ...      | 5        | 1 14    | ...    | ...    |
| India ...                         | 1,196      | 956 17     | 305          | 363 83    | ...     | ...     | 1,501  | 1,320 0    | ...        | ...     | ...    | ...      | ...      | ...     | ...    | ...    |
| Singapore and Straits ...         | ...        | 0 80       | 6            | 7 78      | ...     | ...     | 7      | 8 58       | ...        | ...     | ...    | ...      | ...      | ...     | ...    | ...    |
| United States of America ...      | 2,583      | 2,450 25   | 39           | 39 80     | ...     | ...     | 2,922  | 2,490 05   | ...        | ...     | ...    | ...      | ...      | ...     | ...    | ...    |
| Continents of Europe (France) ... | 12,908     | 10,337 55  | 797          | 857 03½   | 58      | 55 03   | 13,763 | 11,249 61½ | ...        | ...     | 193    | 500 97   | 316      | 469 70  | ...    | ...    |
| Ditto (other countries) ...       | 2,582      | 2,065 64½  | 66           | 71 08     | ...     | ...     | 2,648  | 2,136 72½  | ...        | ...     | ...    | ...      | ...      | ...     | ...    | ...    |
| Russia (Odessa) ...               | 4          | 3 20       | ...          | ...       | ...     | ...     | 4      | 3 20       | ...        | ...     | ...    | ...      | ...      | ...     | ...    | ...    |
| Suez ...                          | 6          | 5 58       | 388          | 462 44    | ...     | ...     | 394    | 468 03     | ...        | ...     | ...    | ...      | ...      | ...     | ...    | ...    |
| Japan ...                         | 6          | 5 88       | 1            | 1 19      | ...     | ...     | 7      | 7 07       | 2          | 1 25    | ...    | ...      | ...      | ...     | ...    | ...    |
| Total to foreign countries ...    | 53,150     | 42,563 95½ | 2,414        | 2,600 55½ | 58      | 55 03   | 55,622 | 45,219 54  | 4          | 3 25    | 1,283  | 3,230 45 | 332      | 471 87  | ...    | ...    |
| " Chinese ports... ..             | 138        | 116 54     | 197          | 306 60    | ...     | ...     | 335    | 433 14     | 6          | 5 93    | ...    | ...      | ...      | ...     | ...    | ...    |
| Grand Total ...                   | 53,288     | 42,680 49½ | 2,611        | 2,907 15½ | 58      | 55 03   | 55,957 | 45,642 68  | 10         | 9 18    | 1,283  | 3,230 45 | 332      | 471 87  | ...    | ...    |

## (No. 8.)—OPIUM Return for the Year ending December 31, 1873.

| Description.  | Imported. |     |     | Malwa.  |           | Patna.  |           | Benares. |           | Persian. |           |
|---|-----------|-----|-----|---------|-----------|---------|-----------|----------|-----------|----------|-----------|
|   |           |     |     | Chests. | Weight.   | Chests. | Weight.   | Chests.  | Weight.   | Chests.  | Weight.   |
|   |           |     |     |         | Piculs c. |         | Piculs c. |          | Piculs c. |          | Piculs c. |
| Imported and stored on board receiving vessels ...  | ...       | ... | ... | 29,383  | 29,383 0  | 7,399   | 8,578 80  | 3,572    | 4,286 40  | 52       | 52 0      |
| Imported and trans-shipped for re-exportation without being stored on board receiving vessels or landed ... | ...       | ... | ... | 65      | 65 0      | 3       | 2 51½     | 2        | 2 40      | ...      | ...       |
| Total ...   | ...       | ... | ... | 29,448  | 29,448 0  | 7,402   | 8,581 31½ | 3,574    | 4,289 80  | 52       | 52 0      |
| Landed from receiving vessels, and intended chiefly for local consumption ...                               | ...       | ... | ... | 1,592   | 1,592 0   | 6,277   | 7,532 40  | 3,409    | 3,658 80  | ...      | ...       |
| Imported direct ...   | ...       | ... | ... | 1       | 1 0       | ...     | ...       | ...      | ...       | ...      | ...       |
| Total ...   | ...       | ... | ... | 1,593   | 1,593 0   | 6,277   | 7,532 40  | 3,409    | 3,658 80  | ...      | ...       |

| Description. | Chin-kiang. |          | Kiu-kiang. |         | Hankow. |          | Che-foo. |          | Tien-tsin. |          | Newchwang. |          |
|--------------|-------------|----------|------------|---------|---------|----------|----------|----------|------------|----------|------------|----------|
|              | Chests.     | Weight.  | Chests.    | Weight. | Chests. | Weight.  | Chests.  | Weight.  | Chests.    | Weight.  | Chests.    | Weight.  |
|              | Pic. c.     | Pic. c.  | Pic. c.    | Pic. c. | Pic. c. | Pic. c.  | Pic. c.  | Pic. c.  | Pic. c.    | Pic. c.  | Pic. c.    | Pic. c.  |
| Malwa ...    | 8,939½      | 8,939 50 | 2,718      | 2,718 0 | 2,920½  | 2,920 50 | 3,081    | 3,081 0  | 4,641½     | 4,641 50 | 2,144      | 2,144 0  |
| Patna ...    | 386         | 163 20   | 15         | 15 0    | 144     | 169 20   | 31       | 37 20    | 146        | 175 20   | 46         | 53 20    |
| Benares ...  | 305         | 366 0    | ...        | ...     | 20      | 24 0     | 67       | 68 40    | 79         | 94 80    | 52         | 62 40    |
| Persian ...  | 3           | 3 0      | ...        | ...     | 1       | 1 0      | ...      | ...      | 37         | 37 0     | ...        | ...      |
| Total ...    | 9,633½      | 9,771 70 | 2,733      | 2,736 0 | 3,082½  | 3,114 70 | 3,169    | 3,186 60 | 4,903½     | 4,948 50 | 2,242      | 2,261 60 |

| Description. | Ningpo. |          | Kelung. |         | Foo-chow. |         | Hong Kong. |         | Swatow. |         | Total.  |           |
|--------------|---------|----------|---------|---------|-----------|---------|------------|---------|---------|---------|---------|-----------|
|              | Chests. | Weight.  | Chests. | Weight. | Chests.   | Weight. | Chests.    | Weight. | Chests. | Weight. | Chests. | Weight.   |
|              | Pic. c. | Pic. c.  | Pic. c. | Pic. c. | Pic. c.   | Pic. c. | Pic. c.    | Pic. c. | Pic. c. | Pic. c. | Pic. c. | Pic. c.   |
| Malwa ...    | 3,802   | 3,802 0  | ...     | ...     | 6         | 6 0     | ...        | ...     | ...     | ...     | 27,852½ | 27,852 50 |
| Patna ...    | 955     | 306 0    | 1       | 1 20    | 80        | 96 0    | ...        | ...     | ...     | ...     | 1,138   | 1,356 60  |
| Benares ...  | 117     | 140 40   | 10      | 12 0    | ...       | ...     | 2          | 2 40    | ...     | ...     | 642     | 770 40    |
| Persian ...  | 5       | 5 0      | ...     | ...     | ...       | ...     | 6          | 6 0     | ...     | ...     | 54      | 54 0      |
| Total ...    | 4,179   | 4,253 40 | 11      | 13 20   | 88        | 104 0   | 41         | 48 0    | 4       | 4 80    | 29,686½ | 30,042 50 |

(No. 8.)—NUMBER and Tonnage of Foreign Vessels Entered and Cleared under each Flag for the Year ending 31st December, 1873.

| Flag.                  | STEAMERS.        |         |             |        |        |                   |       |             |       |        | SAILING-VESSELS.           |         |       |           |  |  |  |  |  |  |
|------------------------|------------------|---------|-------------|--------|--------|-------------------|-------|-------------|-------|--------|----------------------------|---------|-------|-----------|--|--|--|--|--|--|
|                        | Entered Inwards. |         |             |        |        | Cleared Outwards. |       |             |       |        | Total Entered and Cleared. |         |       |           |  |  |  |  |  |  |
|                        | With cargo.      |         | In ballast. |        | Total. | With cargo.       |       | In ballast. |       | Total. | Total Entered and Cleared. |         |       |           |  |  |  |  |  |  |
|                        | No.              | Tons.   | No.         | Tons.  |        | No.               | Tons. | No.         | Tons. |        | No.                        | Tons.   |       |           |  |  |  |  |  |  |
| British                | 419              | 349,867 | 22          | 3,768  | 441    | 353,635           | 400   | 332,538     | 35    | 16,536 | 435                        | 349,074 | 876   | 702,709   |  |  |  |  |  |  |
| American               | 525              | 467,401 | 17          | 7,116  | 612    | 474,517           | 595   | 460,334     | 19    | 9,267  | 614                        | 469,601 | 1,226 | 944,118   |  |  |  |  |  |  |
| German                 | 23               | 18,294  | ..          | ..     | 25     | 18,294            | 22    | 16,230      | 1     | 707    | 23                         | 16,937  | 48    | 35,231    |  |  |  |  |  |  |
| French                 | 25               | 45,793  | ..          | ..     | 25     | 45,793            | 25    | 45,132      | ..    | ..     | 25                         | 45,132  | 50    | 90,925    |  |  |  |  |  |  |
| Russian                | 5                | 5,311   | 2           | 1,482  | 7      | 6,793             | 6     | 5,250       | 1     | 1,543  | 7                          | 6,793   | 14    | 13,586    |  |  |  |  |  |  |
| Danish                 | 1                | 879     | 11          | 3,707  | 12     | 4,586             | 2     | 1,217       | 7     | 3,023  | 9                          | 4,240   | 21    | 8,826     |  |  |  |  |  |  |
| Belgian                | 1                | 1,796   | ..          | ..     | 1      | 1,796             | 1     | 1,796       | ..    | ..     | 1                          | 1,796   | 2     | 3,592     |  |  |  |  |  |  |
| Japanese               | ..               | ..      | ..          | ..     | ..     | ..                | 1     | 403         | ..    | ..     | 1                          | 403     | 1     | 403       |  |  |  |  |  |  |
| Chinese                | 66               | 32,250  | 7           | 3,589  | 73     | 35,839            | 69    | 33,662      | 3     | 1,492  | 72                         | 35,154  | 145   | 70,993    |  |  |  |  |  |  |
| Total steamers         | 1,137            | 921,591 | 59          | 19,662 | 1,196  | 941,253           | 1,121 | 896,562     | 66    | 32,568 | 1,187                      | 929,130 | 2,383 | 1,870,383 |  |  |  |  |  |  |
|                        |                  |         |             |        |        |                   |       |             |       |        |                            |         |       |           |  |  |  |  |  |  |
| British                | 304              | 110,889 | 9           | 3,877  | 313    | 114,766           | 226   | 74,447      | 96    | 42,988 | 322                        | 117,435 | 635   | 232,201   |  |  |  |  |  |  |
| American               | 111              | 35,944  | 4           | 1,388  | 115    | 37,332            | 82    | 23,031      | 29    | 12,996 | 111                        | 36,027  | 226   | 73,359    |  |  |  |  |  |  |
| German                 | 64               | 16,361  | 4           | 691    | 68     | 17,052            | 50    | 11,144      | 19    | 6,073  | 69                         | 17,217  | 137   | 34,269    |  |  |  |  |  |  |
| French                 | 5                | 2,332   | ..          | ..     | 5      | 2,332             | 3     | 1,605       | 1     | 295    | 4                          | 1,900   | 9     | 4,232     |  |  |  |  |  |  |
| Danish                 | 7                | 878     | 2           | 92     | 9      | 970               | 5     | 451         | 2     | 92     | 7                          | 543     | 16    | 1,513     |  |  |  |  |  |  |
| Spanish                | 1                | 384     | ..          | ..     | 1      | 384               | 1     | 384         | ..    | ..     | 1                          | 384     | 2     | 768       |  |  |  |  |  |  |
| Swedish and Norwegian  | 3                | 679     | ..          | ..     | 3      | 679               | 2     | 683         | 2     | 456    | 4                          | 1,139   | 7     | 1,818     |  |  |  |  |  |  |
| Japanese               | 1                | 45      | ..          | ..     | 1      | 45                | ..    | ..          | 1     | 286    | 1                          | 286     | 2     | 331       |  |  |  |  |  |  |
| Siamese                | 5                | 1,742   | ..          | ..     | 5      | 1,748             | 5     | 2,009       | ..    | ..     | 5                          | 2,009   | 10    | 3,751     |  |  |  |  |  |  |
| Chinese                | 130              | 7,721   | ..          | ..     | 130    | 7,721             | 131   | 7,870       | ..    | ..     | 131                        | 7,870   | 261   | 15,591    |  |  |  |  |  |  |
| Total sailing-vessels. | 631              | 176,975 | 19          | 6,048  | 650    | 183,023           | 505   | 121,624     | 150   | 63,186 | 655                        | 184,410 | 1,305 | 367,833   |  |  |  |  |  |  |





(No. 10.)—DUTIES Paid under each Flag for the Year ending 31st December, 1873.

| Flag.                                  | Import.           |                   | Export.           |                   | Coast Trade.      |                   | Tonnage.          |                   | Transit.          |                   | Total.            |                   |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
|  | H. taels m. c. c. | H. taels m. c. c. | H. taels m. c. c. | H. taels m. c. c. | H. taels m. c. c. | H. taels m. c. c. | H. taels m. c. c. | H. taels m. c. c. | H. taels m. c. c. | H. taels m. c. c. | H. taels m. c. c. | H. taels m. c. c. |
| British ..                             | 991,841 2 1 8     | 402,821 3 6 3     | 77,890 0 4 5      | 74,042 9 0 0      | 7,565 7 8 1       | 1,554,161 3 0 7   | ..                | ..                | ..                | ..                | ..                | ..                |
| American ..                            | 82,079 3 8 8      | 164,581 2 6 1     | 102,966 3 9 7     | 17,000 4 0 0      | 3,795 4 8 3       | 370,422 9 2 9     | ..                | ..                | ..                | ..                | ..                | ..                |
| German ..                              | 56,569 5 6 1      | 18,383 9 8 7      | 11,918 1 0 5      | 6,497 6 9 2       | 5,314 2 2 3       | 98,683 5 6 8      | ..                | ..                | ..                | ..                | ..                | ..                |
| French ..                              | 140,841 7 9 0     | 149,393 3 5 4     | ..                | 4,211 5 9 6       | 822 5 4 4         | 295,269 2 8 4     | ..                | ..                | ..                | ..                | ..                | ..                |
| Danish ..                              | 1,575 9 1 1       | 1,175 8 1 5       | 27 9 0 9          | 598 5 0 5         | ..                | 3,378 1 4 0       | ..                | ..                | ..                | ..                | ..                | ..                |
| Spanish ..                             | 584 1 2 3         | 334 9 3 4         | 6 7 7 7           | 153 6 0 0         | ..                | 1,079 4 3 4       | ..                | ..                | ..                | ..                | ..                | ..                |
| Swedish and Norwegian ..               | 2,389 8 0 4       | 347 4 6 0         | 191 6 4 0         | 206 6 2 4         | ..                | 3,135 5 2 8       | ..                | ..                | ..                | ..                | ..                | ..                |
| Russian ..                             | 18,637 1 8 4      | 7 4 7 0           | ..                | 1,828 0 0 0       | ..                | 20,472 6 5 4      | ..                | ..                | ..                | ..                | ..                | ..                |
| Portuguese ..                          | ..                | ..                | ..                | ..                | ..                | 1,513 7 6 7       | ..                | ..                | ..                | ..                | ..                | ..                |
| Belgian ..                             | 10,578 7 2 4      | 251 8 9 8         | ..                | 718 4 0 0         | ..                | 11,549 0 2 2      | ..                | ..                | ..                | ..                | ..                | ..                |
| Siamese ..                             | 3,147 7 2 1       | 1,919 7 6 5       | 158 4 0 9         | 672 2 5 2         | ..                | 5,898 1 4 7       | ..                | ..                | ..                | ..                | ..                | ..                |
| Japanese ..                            | 64 6 6 0          | 10 0 0 0          | ..                | 114 4 0 0         | ..                | 189 0 6 0         | ..                | ..                | ..                | ..                | ..                | ..                |
| Native craft ..                        | 68 5 6 0          | 842 9 1 5         | 1,198 5 1 8       | 77 0 0 0          | ..                | 2,186 9 9 3       | ..                | ..                | ..                | ..                | ..                | ..                |
| Chinese-owned vessels of foreign type— | ..                | ..                | ..                | ..                | ..                | ..                | ..                | ..                | ..                | ..                | ..                | ..                |
| steamers ..                            | 9,411 3 9 5       | 10,305 7 2 0      | 8,534 9 9 4       | 1,100 6 4 0       | ..                | 29,352 7 4 9      | ..                | ..                | ..                | ..                | ..                | ..                |
| On opium ..                            | 822,431 0 5 3     | ..                | ..                | ..                | ..                | 822,431 0 5 3     | ..                | ..                | ..                | ..                | ..                | ..                |
| Total ..                               | 2,140,221 0 9 2   | 750,375 9 4 2     | 202,892 7 9 4     | 107,222 0 0 9     | 19,011 7 9 8      | 3,219,723 6 3 5   | ..                | ..                | ..                | ..                | ..                | ..                |

(No. 11.)—Gross and Net Values of the Trade of Shanghai—1868-73.

|   | 1868.       |               | 1869.       |               | 1870.       |               | 1871.       |               | 1872.       |               | 1873.       |               |
|---|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|
|   | Net Values. | Gross Values. | Net Values. | Gross Values. | Net Values. | Gross Values. | Net Values. | Gross Values. | Net Values. | Gross Values. | Net Values. | Gross Values. |
| <b>FOREIGN GOODS.</b>   |             |               |             |               |             |               |             |               |             |               |             |               |
| Imported from foreign countries and Hong Kong ...   | 30,478,917  |               | 54,545,861  |               | 51,640,005  |               | 56,997,594  |               | 56,246,677  |               | 51,513,290  |               |
| Imported from Chinese ports... ..   | 465,303     |               | 651,781     |               | 813,443     |               | 601,663     |               | 815,611     |               | 770,665     |               |
| Total Foreign Imports ... ..  | ...         | 50,944,220    | ...         | 55,197,642    | ...         | 52,453,448    | ...         | 57,469,157    | ...         | 57,062,288    | ...         | 52,283,955    |
| Re-exported to foreign countries, and Hong Kong (chiefly to Japan) ...  | 2,080,536   |               | 1,441,914   |               | 1,889,015   |               | 1,921,317   |               | 2,912,390   |               | 2,618,482   |               |
| Re-exported to Chinese Ports (chiefly to Ningpo, the Northern, and the Yangtze ports) ... ..                                  | 35,669,202  |               | 37,535,050  |               | 38,635,544  |               | 40,792,424  |               | 44,063,479  |               | 41,272,973  |               |
| Total Foreign Re-exports ... ..   | 37,749,738  |               | 38,976,961  |               | 40,524,559  |               | 42,713,641  |               | 46,965,869  |               | 43,891,455  |               |
| Net total foreign imports ... ..  | 13,194,462  |               | 16,220,678  |               | 11,928,889  |               | 14,755,816  |               | 10,096,419  |               | 8,392,500   |               |
| <b>NATIVE PRODUCE.</b>  |             |               |             |               |             |               |             |               |             |               |             |               |
| Imported (chiefly from Hankow, Kin-kiang, and Ningpo) ... ..  | 19,387,341  |               | 19,681,176  |               | 19,499,048  |               | 21,634,994  |               | 24,914,335  |               | 19,916,510  |               |
| Re-exported to foreign countries ...  | 8,537,599   |               | 8,331,896   |               | 6,961,373   |               | 7,731,340   |               | 10,419,427  |               | 13,496,762  |               |
| Re-exported to Chinese ports ... ..   |             |               |             |               |             |               |             |               |             |               |             |               |
| Total Native Re-exports ... ..  | 27,914,940  |               | 28,006,074  |               | 26,460,421  |               | 29,366,334  |               | 35,333,762  |               | 33,412,272  |               |
| Net total native imports ... ..   | 7,067,003   |               | 6,795,810   |               | 4,511,217   |               | 7,800,063   |               | 7,367,400   |               | 7,339,540   |               |
| Native produce of local origin exported to foreign countries ... ..   | 19,765,988  |               | 15,271,409  |               | 15,573,375  |               | 18,311,451  |               | 20,150,121  |               | 21,918,309  |               |
| Native produce of local origin exported to Chinese ports ... ..   | 7,890,355   |               | 4,811,918   |               | 7,127,311   |               | 10,879,086  |               | 11,460,470  |               | 9,484,129   |               |
| Total Exports of local origin ... ..  | ...         | 27,596,343    | ...         | 20,083,327    | ...         | 23,000,686    | ...         | 29,390,540    | ...         | 31,600,590    | ...         | 31,402,438    |
| Gross value of the trade of the port ... ..   | ...         | 113,592,506   | ...         | 110,082,553   | ...         | 106,425,772   | ...         | 123,526,396   | ...         | 131,361,041   | ...         | 124,386,265   |
| Net value of the trade of the port (i.e., foreign and native imports less re-exports, and native exports of local origin) ... | 47,857,898  |               | 43,099,815  |               | 39,440,792  |               | 51,446,421  |               | 49,064,410  |               | 47,134,478  |               |

## Inclosure 2.

*Report on the Trade of Chinkiang during the Year 1873.*

## IMPORTS.

The total value of the goods, native and foreign, imported into Chinkiang during the year 1873 amounted to 3,566,764*l.* 5*s.* 3*d.* (whereof 2,783,540*l.* 18*s.* 6*d.* is the value of goods of English or Indian origin), against a value of 3,937,982*l.* in 1872, showing a decrease of 371,218*l.*, or about 9·30 per cent. Subjoined is a comparative table of the principal articles of import, showing the amounts imported in the three last years respectively.

| Description of Goods.        | 1871.   | 1872.     | 1873.   |
|------------------------------|---------|-----------|---------|
| Opium .. .. piculs           | 7,090   | 8,692     | 9,765   |
| Shirtings—                   |         |           |         |
| Grey .. .. pieces            | 760,271 | 1,028,705 | 704,408 |
| White .. .. "                | 23,278  | 24,214    | 23,396  |
| T-cloths .. .. "             | 309,668 | 382,097   | 231,333 |
| Cottons, assorted .. .. "    | 124,399 | 180,324   | 155,902 |
| Woollen piece goods .. .. "  | 57,736  | 68,921    | 58,105  |
| Iron—                        |         |           |         |
| Nail rod .. .. piculs        | 44,099  | 42,750    | 42,686  |
| Bar .. .. "                  | 7,754   | 10,416    | 1,331   |
| Lead, in pigs .. .. "        | 2,483   | 8,729     | 5,446   |
| Pepper, black .. .. "        | 2,671   | 5,294     | 2,342   |
| Sandal-wood .. .. "          | 26,743  | 34,364    | 30,560  |
| Sapan-wood .. .. "           | 10,448  | 13,234    | 22,217  |
| Sugar—                       |         |           |         |
| Brown (foreign) .. .. "      | 169,531 | 169,386   | 157,311 |
| White .. .. "                | 115,618 | 101,969   | 102,308 |
| Brown (native) .. .. "       | 25,518  | 45,854    | 36,200  |
| White .. .. "                | 12,558  | 37,504    | 36,653  |
| Candy .. .. "                | 2,812   | 3,062     | 4,030   |
| Fungus .. .. "               | 1,040   | 1,751     | 1,521   |
| Glass, window .. .. sq. feet | 117,350 | 308,400   | 144,410 |
| Hemp .. .. piculs            | 2,492   | 6,713     | 5,266   |
| Medicine .. .. "             | 1,948   | 2,462     | 2,796   |
| Oil-wood .. .. "             | 146,666 | 130,066   | 140,286 |
| Paper—                       |         |           |         |
| 1st quality .. .. "          | 454     | 918       | 403     |
| 2nd .. .. "                  | 709     | 894       | 2,422   |
| Tobacco—                     |         |           |         |
| Leaf .. .. "                 | 2,578   | 3,006     | 4,281   |
| Prepared .. .. "             | 833     | 1,184     | 2,550   |
| Tallow, vegetable .. .. "    | 23,979  | 30,147    | 34,843  |
| Silk, raw .. .. "            | 584     | 327       | Nil     |

The only noticeable increase shown is that of the amount of opium imported, exceeding by more than 1,000 piculs the quantity brought to Chinkiang in 1872. The only cause of this increase, which I have to suggest, is that there is great competition in the sale of the drug. The Jew and Parsee houses at Shanghai, in whose hands the trade almost entirely rests at present, seem content to entrust opium to any one who will sell it for them on commission, and the commission agents in Chinkiang are obliged, therefore, in accepting this office, to reduce their charges to the lowest possible rates. The causes of the fluctuations in the import of cotton and woollen piece goods, sugar, and metals, I propose

to notice in the remarks which I intend to make on the transit trade of Chinkiang. The increase in the amounts of oil, paper, tobacco, and vegetable tallow, and the decrease in the amounts of sandal-wood, hemp, and fungus, call for no special observation.

#### EXPORTS.

The total value of exports from Chinkiang during 1873 is 257,532*l.* 8*s.* 3*d.*, against 1,083,480*l.*, which shows the large decrease of 825,948*l.* during the latter year. The following table shows, however, that there is an increase in the amount of nearly every article exported, except grain. Of this there was more than ten times as much exported in 1872 as there was in 1873, owing to the failure of the rice crops in the south of China, and the plentiful harvest in this neighbourhood during the former year.

| Description of Goods.   |    |        |  | 1871.   | 1872.     | 1873.   |
|-------------------------|----|--------|--|---------|-----------|---------|
| Beans and peas ..       | .. | piculs |  | 6,192   | 17,459    | 22,882  |
| Cotton, raw ..          | .. | ..     |  | 10,017  | 15,379    | 7,012   |
| Lilly flowers, dried .. | .. | ..     |  | 8,443   | 12,032    | 15,104  |
| Medicine ..             | .. | ..     |  | 451     | 634       | 1,028   |
| Paper, 1st quality ..   | .. | ..     |  | 502     | 735       | 572     |
| Silk piece goods ..     | .. | ..     |  | 339     | 313       | 391     |
| Grain ..                | .. | ..     |  | 233,687 | 1,867,234 | 141,680 |
| Silk, raw ..            | .. | ..     |  | 3 84    | 11 08     | 131 91  |

The rapidly increasing silk trade of Chinkiang should be noticed. I have not yet had time to investigate it, but it is my intention to make enquiries on the subject, and to report thereon, if I can discover any facts worth recording.

#### *The Trade of Chinkiang under Transit Pass.*

If we leave opium out of the question, we may say that of all the goods imported into Chinkiang during 1873 more than a half was carried into the interior under transit pass, to the value of 3,490,698 taels, or 1,110,872*l.* 3*s.* 10*d.*, against a value of 4,215,067 taels, or 1,304,036*l.* 7*s.* in 1872. Native produce to the value of 850,701 taels, or 263,184*l.* 17*s.* 5*d.*, was brought to Chinkiang from the interior under transit pass last year, and to the value of 841,781 taels, or 260,425*l.* 19*s.* 11*d.*, the year before.

The following table gives the various amounts of each of the most important articles covered by transit passes during 1872 and 1873 :—

#### IMPORTS.

| Description of Goods. |    |    |    |          | 1872.     | 1873.   |
|-----------------------|----|----|----|----------|-----------|---------|
| Cotton piece goods .. | .. | .. | .. | pieces   | 1,292,121 | 887,553 |
| Woollen ..            | .. | .. | .. | ..       | 36,550    | 27,280  |
| Sugar—                |    |    |    |          |           |         |
| Brown ..              | .. | .. | .. | piculs   | 179,933   | 160,529 |
| White ..              | .. | .. | .. | ..       | 110,636   | 98,916  |
| Sandal-wood ..        | .. | .. | .. | ..       | 25,341    | 20,500  |
| Sapan-wood ..         | .. | .. | .. | ..       | 12,644    | 17,800  |
| Iron ..               | .. | .. | .. | ..       | 32,193    | 35,592  |
| Lead ..               | .. | .. | .. | ..       | 5,973     | 4,545   |
| Window-glass ..       | .. | .. | .. | sq. feet | 107,900   | 97,600  |

## EXPORTS.

| Description of Goods. |    |    |    |        | 1872.  | 1873.  |
|-----------------------|----|----|----|--------|--------|--------|
| Dates                 | .. | .. | .. | piculs | 3,660  | 8,355  |
| Hemp                  | .. | .. | .. | ..     | 13,729 | 14,880 |
| Lilly flowers         | .. | .. | .. | ..     | 24,511 | 18,931 |
| Melon seeds           | .. | .. | .. | ..     | 20,077 | 11,156 |
| Bean oil              | .. | .. | .. | ..     | 38,547 | 63,417 |
| Safflower             | .. | .. | .. | ..     | 250    | 458    |
| Soap                  | .. | .. | .. | ..     | 3,773  | 1,037  |
| Tallow, animal        | .. | .. | .. | ..     | 9,346  | 9,920  |
| Tobacco, leaf         | .. | .. | .. | ..     | 3,289  | 17,927 |
| Walnuts               | .. | .. | .. | ..     | 1,273  | 4,969  |

We see, from a comparison of the above table with the table of imports, that the whole prosperity of this port depends on the facilities it possesses for forwarding goods into the interior for consumption. Chinkiang itself is by no means a rich or populous city at present, though there is but little doubt that it will become so in the course of time. The town and suburbs contain about 70,000 or 80,000 inhabitants, of whom an unusually large proportion consists of coolies, very small shopkeepers, and the like. The native tongs and stores are neither numerous nor extensive; the official establishments, civil and military, do not support a large number of writers and hangers on of all grades, and Chinkiang does not contain many houses belonging to rich gentry or to retired mandarins. We do not find here the handsome streets of large shops, which are seen in cities like Canton or Ningpo, nor is there by the river banks a forest of masts, such as exists at Shanghae, and at the mouth of the Hau. The great bulk of the trade between foreigners and Chinese is in the hands of natives, who come down to this port from towns up the country, principally north of the Yangtze, to buy their merchandize, and take it away with them, paying for it partly in sycee at the time, and the balance when they have sold the goods.

The great falling off in the amount of piece goods imported in 1873, as compared with the imports of 1872, has had two causes assigned to it. The first cause given is the good rice harvest of 1872, and the demand for this grain in the south of China, which state of affairs did not exist the following year. The other reason given is the withdrawal of the permission to foreigners to bring native goods to Chinkiang under transit pass, without their undertaking to export them to other ports or to foreign countries. A correspondence on this subject is to be found in the Shanghae papers of last year. Each theorist has duly brought forward the proper amount of figures and statistics in support of his theory. Although an official trade report is not a proper document wherein to discuss newspaper articles, yet as the transit of British merchandize in China is a question of the most vital importance to trade in Chinkiang, I have thought myself justified in stating what I have gathered from the expressed opinions of the various writers. My own opinion on the matter must be of little value, as I arrived in Chinkiang in the middle of November, and have had no opportunities of observing the course of trade during the year, but, so far as I can see, I think that both parties try to prove too much, the one "that the rice export was the real cause of the (exceptional) prosperity of Chinkiang in 1872," and the other "that all that is needed is the same privileges which have made Chinkiang grow so rapidly during the past year."

1st. As regards the rice export, and its effects on the prosperity of Chinkiang. Chinkiang lies in the valley of the Yangtze, one of the



largest and most fertile valleys in the world, and the possible crops of rice which this valley could produce would be enormous; but agriculture in China is of the most primitive kind, and but little more grain is raised than is needed to supply the country labourers themselves and the towns in their immediate neighbourhood. In 1872, however, there was an exceptionally good harvest throughout the middle provinces, and at the same time the rice crops in the south of China failed. Thus a demand and supply were created at the same time, and large cargoes of rice left this port in foreign bottoms. The consequence was that the native traders made great profits, and with the money which they thus procured they bought foreign goods, and conveyed them to the various inland marts—not necessarily to the districts whence the grain came—from which places native produce was brought down in return to Chinkiang under transit pass. The Chinese merchants of Chinkiang had, therefore, in 1872 three distinct profitable sales: first, the sale of grain to shippers, then the sale of foreign piece goods, metals, or sugar, up country, and, lastly, the sale of native produce in Chinkiang. It is scarcely unfair to leave the last item out of the calculation of the profits of the trade, and of the purchasing power of the native traders, as has been done by the first writer whom I have quoted.

2. The writer who insists that the difficulties in the way of free transit of native produce have alone caused the great decrease in foreign imports, utterly denies the influence ascribed to the grain export in 1872. He even goes so far as to assert that the total export of grain in 1873, reckoning all the grain exported, both in junks and in foreign bottoms, exceeds the export of 1872 by from 17 to 50 per cent. From the information I have received from the rice hong, and from the Revenue Office, it appears that owing to the bad harvest about Chiang Yuig and neighbouring districts, large quantities of grain were carried thither from the Anhwei Province, and north of the river generally, where the crops were slightly better. The amount was all entered at the Revenue Office as having passed through Chinkiang; and the writer whom I am quoting has, therefore, been led to misstate this purely local traffic for an export trade. The harvest, on all sides, in this and the neighbouring provinces, has been much below the average.

But take the statements of both writers, or of either, and in any case it is seen that an utterly exceptional state of things existed in 1872, and that, therefore, we must not rashly conclude that the prospects of commerce in Chinkiang are dark. In fact the only thing to be surprised at is that there is not a larger falling off in the trade of 1873.

We will now consider the trade in foreign imports sent inland under transit pass. 13,615 passes were issued in 1873, and 17,421 in 1872, to cover the goods enumerated in the Table given above. The charges on goods carried inland, uncovered by transit passes, vary in different districts. I append a Table of barrier charges on each piece of cotton piece goods sent from this to Ching Chiang Pu by way of the Great Canal.

|              |    |    |    |    | Cash. |
|--------------|----|----|----|----|-------|
| At Kua Kuan  | .. | .. | .. | .. | 120   |
| Kua Chow     | .. | .. | .. | .. | 60    |
| Yang yu Kuan | .. | .. | .. | .. | 60    |
| Wau T'ou     | .. | .. | .. | .. | 192   |
| Shao Pai ..  | .. | .. | .. | .. | 120   |
| Ch'ê Lu ..   | .. | .. | .. | .. | 270   |
| Chich Shou   | .. | .. | .. | .. | 68    |
| 'Huai Kuan   | .. | .. | .. | .. | 300   |
| Total ..     | .. | .. | .. | .. | 1,190 |

Or, in round numbers, 75 tael cents against the half tariff duty of 4 or 5 cents per piece. The charges are more than double what they used to be five years ago, before Chinese were allowed to take out transit passes on foreign goods. I have not heard of any attempt on the part of the barrier officials to levy exactions, or to stop goods covered by transit pass.

An account of the trade in native produce brought down to this port under transit pass, and of the underhand practices connected therewith, has already been given by Mr. Brennan. I need only mention again that, in 1872, it was the custom of nearly all the merchants at this place to sell to Chinese traders transit passes on native goods to be brought from the interior as the property of these merchants. The goods on their arrival were sold to Chinese in Chinkiang, and were either consumed here, or sent to other places in the neighbourhood by junk, the foreign merchant having no concern with them from the moment he had handed over his transit pass. This very easy way of making money, and the commissions to be made on the shipments of rice in 1872, induced various persons who had not much chance of a livelihood elsewhere to start in business here. Several persons left the out-door staff of the Imperial Maritime Customs to become, so-called, merchants and commission agents; and an American, who was anxious to save himself the fees charged by the United States' Consul for stamping applications for transit passes, took an Italian into partnership, so that the transit passes which this firm sold to the Chinese might be taken out free of charge. During the past year, since the Chinese authorities have ceased to issue transit passes on native produce, unless the foreign merchant who takes them out satisfies his Consular authority that the goods are *bonâ fide* his own property and intended for export, trade has been on a much securer basis, the worse class of foreign trader has become smaller here, and, I think, that we may say that there are good prospects for Chinkiang in 1874 and ensuing years.

1,004 outward transit passes were issued in 1872, and 969 in 1873; of these there are still over 700 which have not yet been returned, much to the annoyance of the Intendant of this circuit, who has twice written to ask that foreign merchants be notified that all outward transit passes are to become void if not used before the end of the current Chinese year.

But, although any frauds on the Chinese revenue cannot be too strongly condemned, it is impossible to avoid noticing the utterly rotten system of taxation which prevails in this province. The Chinese have not yet discovered, apparently, the enormous waste occasioned by keeping up the innumerable barrier stations in every direction. Merchants here justify themselves in selling transit passes to natives, on the ground that the Chinese Central Government profits by the transit dues paid at the Foreign Customs, to say nothing of the fact that the trade in piece goods and other European productions is increased. Writers in the Shanghai newspapers abuse the barrier officials, as if they were the persons to blame for this unsatisfactory state of things; but all seem to forget that any permanent good can only be secured by pressure at headquarters. It must be remembered that Intendants of Circuit, and all other local officials, combine the duties of Revenue officers and administrators of justice, and that the same abuses as exist in the collection of Chinese revenue are to be found in their administration of justice, in European ideas the more important matter of the two. To reform these two sets of evils would require a revolution, not only upsetting the existing Government, but changing Chinese ideas. Such a revolution may be sudden, or it course may gradually become stronger and stronger

year by year, until the desired changes are effected; but in either case it is not a prospective advantage to be hopefully anticipated. All we can hope for is that the central authorities at Peking may deem it profitable for the Imperial revenue that in certain districts goods may be forwarded to Treaty ports at a lower rate of transit duty than has hitherto obtained. Were this done in Kiangsu the trade of Chinkiang would soon be doubled, and the Imperial revenue proportionately increased.

Before leaving this subject, I may mention that over and above the import duty of 30 taels per chest of opium, a *Lekin* tax of 38 taels is levied on each chest, and at Huai-Kuan a further tax of 128 taels, making nearly 300 dollars in all. I need scarcely say that under these circumstances smuggling is very rife here.

*Shipping and Freights.*—The necessary statistics are given in Table C. The cargoes on the Yangtze are still carried either by large steamers, principally of the American model, or else by “lorchas.” There are at present two companies monopolising the steam-carrying trade of the river, each company running, on an average, three boats each way every week. The larger of these two, the Shanghai Steam Navigation Company, has its boats under the American flag, and the other, which is mainly supported by a firm in England, has British built and registered vessels. At present the Shanghai Steam Navigation Company has the greater share of the business in Chinkiang, but the English company is also doing well, I believe. The competition between the two has brought down freights to a very low figure, namely, 1.50 taels per ton from this to Shanghai, and 8 taels per ton to Kiukiang and Hankow. The low rate of freight has also tended to drive a great many of the “lorchas” and schooners off the river. Seventy-one of these vessels under the English flag, with an aggregate tonnage of 11,215 tons, entered this port in 1873. Freight by “lorcha” is about  $5\frac{1}{2}$  tael cents. per picul of 133 $\frac{1}{4}$  lbs. to Shanghai, and about 35 cents per picul to Hankow. One hundred and seventeen junks, all chartered by one English firm at Hankow, also came to Chinkiang under temporary river pass.

Four ocean steamers and one ship passed through this port to Hankow to carry the first crop of tea to London, but they brought no cargo for Chinkiang in passing up or down.

I am informed that the carrying of Chinese passengers is a great source of profit to the two steamer companies. Passengers are landed, not only at the Treaty ports, but at all the large towns on the river, such as Nanking, Wu Hu, Ta Tung, Nganking, and Wu Süch.

*Exchange.*—There being no direct trade between Chinkiang and foreign countries, no foreign exchange operations are conducted. The tael at Chinkiang is of purer touch than that at Shanghai, and is considered to be worth 6 per cent. more. In drawing up Tables A, B, and C, the Chinkiang tael has been calculated at 6s. 2 $\frac{1}{4}$ d.

*Native Banks.*—There are eight principal banks in Chinkiang, each one of which has another establishment in Soochow, between which place and this there is a close connection in monetary transactions. Each of these banks has a capital of from 12,000 taels to 5,000 taels. I also know of one small bank which has a capital of 2,000 taels, and no branch at Soochow. There were several failures during the past year, owing to the fluctuations of foreign trade.

*Duties.*—I subjoin a Table of Duties paid at the Chinkiang Custom-house during 1873:—



|                        |    |    |    | Taels   | m. | c. | c. |
|------------------------|----|----|----|---------|----|----|----|
| Import and half duties | .. | .. | .. | 23,015  | 0  | 3  | 3  |
| Export duties          | .. | .. | .. | 37,811  | 1  | 0  | 6  |
| Tonnage dues           | .. | .. | .. | 5,461   | 2  | 7  | 0  |
| Transit dues           | .. | .. | .. | 88,633  | 1  | 4  | 8  |
| Total                  | .. | .. | .. | 154,923 | 5  | 5  | 7  |

## GENERAL REMARKS.

Politically, Chinkiang has been perfectly quiet during the past year, and there has been no trouble with the local officials. There is but one case of importance pending in this Consulate, that of the claim of a foreign merchant against the authorities for illegal detention of some black dates. The Intendant of this circuit has been a secretary in the Tsungli Yamèn, and has travelled as far as Kiachta. He seems, on the whole, just and well disposed to foreigners, but I regret to state that he is about the worst man of business I have had the fortune to meet. The most simple matters of routine, such as the issue of title-deeds, or even the mere noting of a transfer, will require two or three weeks, and a second note from me before it is done. Of the other officials I do not see much.

The number of the foreign community has slightly decreased during the past year. There are rather more than fifty foreigners in Chinkiang, all told. The foreign concession now presents a much better appearance than it did a few years back, and about half the lots are built on. The native town and suburbs are busy and flourishing, although I do not notice much building going on. The salt junks, which hitherto lay just opposite to Chinkiang, have lately moved to Ichêng, about twelve miles higher up the river, which will, no doubt, cause the town, or large village which had sprung up on the north bank, to be deserted.

The trade of Chinkiang was evidently suffering at the beginning of last year from the reaction consequent on the abnormal increase in 1872. The Chinese dealers knew well that the issuing of outward Transit Passes on native produce was a privilege which could not last, and they hurried to make their money while the opportunity lasted. The consequence was the great decrease of trade at the beginning of 1873. The reaction is now over, prospects are improving every month, and there is every hope of a large and legitimate increase in commerce during the ensuing year. The native dealers and the foreign merchants seem on the best of terms, to judge from the fact that nearly every foreigner in the port has more or less numerous speculations on joint account with Chinese, and several members of this community have shares in such purely native institutions as pawnshops and theatres.

I have not hitherto had leisure for excursions into the country to any distance, but, so far as I have seen, this neighbourhood is tolerably thickly populated, and the fields well cultivated, and in many places there are mulberry orchards, showing that silk is manufactured. The country people are everywhere civil, and it may be worth while to mention that, during this last winter, two foreigners arrived here, having made the journey overland, the one from Tien-tsin, and the other from Peking, and that they both state that they were everywhere treated by the mandarins and people with the utmost politeness.

No steps have as yet been taken to develop the mineral wealth in this neighbourhood, but it is stated that the Chinese are making arrangements to reopen the coal mines near Nanking under entirely native supervision, though nothing definite has been settled.

There is at present no chance of any tea being exported from Chin-

kiang, no one being inclined to try the experiment of bringing it to this port, after the failure of such a scheme some years ago.

In conclusion, to sum up the substance of this Report briefly, I may lay down two propositions: 1st. That trade in Chinkiang in 1872 was abnormally prosperous for two reasons, one, the grain export, and the other, the facilities for bringing down native produce under transit pass, and that, when these two causes ceased simultaneously, the natural result was a sudden decrease in the trade; and 2nd. That this decrease is only temporary, doing no real harm to legitimate trade, which will steadily increase, subject at the same time to such fluctuations as may be occasioned by good or bad harvests, the opening of coal mines, and the like.

I am indebted to M. Loiron, the Commissioner of Customs, for the various statistics appearing in this Report.

(Signed)

CLEMENT T. R. ALLEN,

*Interpreter in Charge.*

(A.)—RETURN of the Trade of the Port of Chinkiang in Foreign Vessels for the Year 1873.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure.)

|         |    |    |    | £         | s. | d. |
|---------|----|----|----|-----------|----|----|
| Imports | .. | .. | .. | 3,566,764 | 5  | 3  |
| Exports | .. | .. | .. | 257,532   | 8  | 3  |
| Total   | .. | .. | .. | 3,824,296 | 13 | 6  |

No. 2.—IMPORT and Export of Treasure.

|                            | Imports. |    |    | Exports. |    |    | Total.  |    |    |
|----------------------------|----------|----|----|----------|----|----|---------|----|----|
|                            | £        | s. | d. | £        | s. | d. | £       | s. | d. |
| To and from foreign ports. | Nil      |    |    | Nil      |    |    | Nil     |    |    |
| To and from native ports.. | 79,911   | 11 | 3  | 715,709  | 13 | 5  | 795,621 | 4  | 8  |
| Total ..                   | 79,911   | 11 | 3  | 715,709  | 13 | 5  | 795,621 | 4  | 8  |

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).

Nil.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

|         |    |    |    | £         | s. | d. |
|---------|----|----|----|-----------|----|----|
| Imports | .. | .. | .. | 3,566,764 | 5  | 3  |
| Exports | .. | .. | .. | 257,532   | 8  | 3  |
| Total   | .. | .. | .. | 3,824,296 | 13 | 6  |



No. 5.—Return distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

|               | Imports.  |    |    | Exports. |    |    | Total.    |    |    |
|---------------|-----------|----|----|----------|----|----|-----------|----|----|
|               | £         | s. | d. | £        | s. | d. | £         | s. | d. |
| Foreign .. .. | 2,811,217 | 18 | 5  | 37,695   | 9  | 9  | 2,848,913 | 8  | 2  |
| Native .. ..  | 755,546   | 6  | 10 | 219,836  | 18 | 6  | 975,383   | 5  | 4  |
| Total .. ..   | 3,566,764 | 5  | 3  | 257,532  | 8  | 3  | 3,824,296 | 13 | 6  |

(B.)—RETURN of British Trade for the Year 1873 at the Port of Chinkiang.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

Nil.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

Nil.

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

|               | £       | s. | d. |
|---------------|---------|----|----|
| Imports .. .. | 514,570 | 15 | 1  |
| Exports .. .. | 61,935  | 12 | 9  |
| Total .. ..   | 576,506 | 7  | 10 |

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

|                        | £         | s. | d. |
|------------------------|-----------|----|----|
| Value of imports .. .. | 2,783,540 | 18 | 6  |

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies carried to other Treaty Ports under any Flag.

|               | £      | s. | d. |
|---------------|--------|----|----|
| Exports .. .. | 39,388 | 7  | 9  |

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

Nil.

## SHIPPING RETURN of the Port of Chinkiang for the Year 1873.

## BRITISH.

| ENTERED.        |          |              |                 | CLEARED.        |          |              |                 | TOTAL ENTERED AND CLEARED. |          |              |                 |
|-----------------|----------|--------------|-----------------|-----------------|----------|--------------|-----------------|----------------------------|----------|--------------|-----------------|
| No. of Vessels. | Tonnage. | No. of Crew. | Value of Cargo. | No. of Vessels. | Tonnage. | No. of Crew. | Value of Cargo. | No. of Vessels.            | Tonnage. | No. of Crew. | Value of Cargo. |
| 355             | 183,000  | ..           | £ 514,570       | 363             | 183,806  | ..           | £ 61,935        | 718                        | 366,896  | ..           | £ 576,506       |

## FOREIGN.

| ENTERED.        |          |              |                 | CLEARED.        |          |              |                 | TOTAL ENTERED AND CLEARED. |           |              |                 |
|-----------------|----------|--------------|-----------------|-----------------|----------|--------------|-----------------|----------------------------|-----------|--------------|-----------------|
| No. of Vessels. | Tonnage. | No. of Crew. | Value of Cargo. | No. of Vessels. | Tonnage. | No. of Crew. | Value of Cargo. | No. of Vessels.            | Tonnage.  | No. of Crew. | Value of Cargo. |
| 919             | 543,019  | ..           | £ 3,566,764     | 944             | 545,037  | ..           | £ 257,532       | 1,863                      | 1,088,056 | ..           | £ 3,824,296     |

CHINA. No. 5 (1875).

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COMMERCIAL REPORTS

FROM

HER MAJESTY'S CONSULS

IN

CHINA.

1874.

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*Presented to both Houses of Parliament by Command of Her Majesty,*  
1875.

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LONDON:  
PRINTED BY HARRISON AND SONS.

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1875.

## LIST OF REPORTS.

---

|                   | PAGE |
|-------------------|------|
| Hankow .. .. .    | 1    |
| Swatow .. .. .    | 12   |
| Ningpo .. .. .    | 20   |
| Canton .. .. .    | 33   |
| Kewkiang .. .. .  | 47   |
| Tien-tsin .. .. . | 56   |
| Tamsuy .. .. .    | 68   |
| Amoy .. .. .      | 83   |

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*Foreign Office,*  
*July 20, 1875.*

NOTE.—The Reports from Foochow, Newchwang, Shanghai, Taiwan, and Cheefoo have not yet been received.

## *Commercial Reports from Her Majesty's Consuls in China : 1874.*

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### HANKOW.

#### *Report on the Trade of Hankow for 1874.*

The following Returns are annexed to this Report :—

|               |      |                                    |
|---------------|------|------------------------------------|
| Table 1, Part | I.   | Imports of Foreign Produce.        |
| "             | II.  | Summary.                           |
| Table 2, Part | I.   | Imports of Native Produce.         |
| "             | II.  | Summary.                           |
| Table 3, Part | I.   | Exports.                           |
| "             | II.  | Re-exports of Foreign Produce.     |
| "             | III. | Re-exports of Native Produce.      |
| "             | IV.  | Summary of Exports and Re-exports. |
| Table 4.      |      | Return of Shipping.                |

### SHIPPING AND NAVIGATION.

THERE are now three steamer companies engaged in the traffic on the river between Shanghai and Hankow: the Shanghai Steam Navigation Company, whose vessels sail under the American flag, the China Navigation Company (British), and the China Merchants' Steam Navigation Company, whose vessels belong to natives, and fly the Chinese flag. The last-mentioned company runs in opposition to the other two, but is at present under the disadvantage of not possessing vessels specially adapted for river traffic. It is rumoured that efforts are being made to supply this deficiency, and, if the Company succeeds in acquiring proper river steamers, it will, no doubt, be a formidable competitor with its foreign rivals.

The British and American companies each run steamers on alternate days thrice weekly during the summer, and twice during the winter, from either end of the line.

It is understood that on days when a Chinese steamer starts, the foreign steamer of the day makes a reduction of one-half in the usual rate of freight, which from Hankow to Shanghai is 4 taels per ton of 40 feet.

It is interesting to note that the native passenger traffic by steamer is greatly on the increase. The companies have stations for passengers at Wu-Sueh, Ganking, Tatung, Wu-hu, Nanking, &c., and the natives fully appreciate the speed and economy of travelling by steam.

The tonnage of vessels under the British flag for the first time, at least for many years past, exceeded that of any other nationality. This



is owing to an agreement between the English and American companies to run an equal number of steamers, coupled with the fact that all the vessels engaged in the direct trade with Great Britain amounting, in 1874, to nine steamers and two sailing-vessels, were under the British flag.

The following Table shows the tonnage and nationality of the vessels which cleared at the Foreign Department of the Customs during the past year :—

|          |    |    |    |    | Tons.   |
|----------|----|----|----|----|---------|
| British  | .. | .. | .. | .. | 168,129 |
| American | .. | .. | .. | .. | 155,750 |
| Russian  | .. | .. | .. | .. | 3,088   |
| German   | .. | .. | .. | .. | 679     |
| Chinese  | .. | .. | .. | .. | 15,539  |

The share which these vessels had in the trade was as follows :—

|          |    |    | Imports.  | Exports.  | Total.     |
|----------|----|----|-----------|-----------|------------|
|          |    |    | £         | £         | £          |
| British  | .. | .. | 1,936,330 | 2,730,162 | 4,716,492  |
| American | .. | .. | 2,748,343 | 2,630,489 | 5,378,832  |
| Russian  | .. | .. | 16,883    | 249,752   | 266,635    |
| German   | .. | .. | 9,354     | 8,871     | 18,225     |
| Chinese  | .. | .. | 401,234   | 442,398   | 843,632    |
|          |    |    | 5,112,144 | 6,111,672 | 11,223,816 |

#### EXPORTS.

*Tea* is almost the only export which attracts much attention from British merchants. The total export for 1874 was 70,912,533 lbs. Nearly one-fifth of this amount consisted of Ningchow tea, brought here by steamer from Kewkiang. The quality of this tea was far superior to that produced in the districts in this province and in Hunan. A rate equal to 3s. 3d. per lb. laid down in London was paid for some parcels, and the average price paid for the 80,000 chests of Ningchow tea brought here was equivalent to 2s. 4½d. per lb. The bulk, including all bought at high rates, was sent to the Russian market, and the result of their enterprise is said to have been satisfactory to the exporters.

The amount of teas received from the districts of Hunan and Hupeh is as follows, the figures being taken from the Tea Report of Messrs. Evans, Pugh, and Co. :—

|                |    | Season 1873-74. | Season 1874-75. |
|----------------|----|-----------------|-----------------|
|                |    | Chests.         | Chests.         |
| Hupeh (Oopack) | .. | 150,083         | 130,268         |
| Hunan (Oonan)  | .. | 385,917         | 393,831         |

According to the circular of Messrs. Gordon Brothers, 237 hongts were engaged in these districts in the preparation of tea in 1874, whereas in the previous season the number was 262.

The opening rates for these Hankow District teas were, despite their inferiority in quality as compared with previous seasons, 2d. to 3d. per lb. higher than the prices paid in 1873. This was probably owing to the slight falling off in the supply, while the eagerness of buyers was at least as great as usual, in consequence of reports that the stock held in England was likely to fall below the average.

The following Table shows the annual export of tea from Hankow for the past five years :—

|      |    | Black.     | Brick.     | Green.    | Dust.   | Total.     |
|------|----|------------|------------|-----------|---------|------------|
|      |    | Lbs.       | Lbs.       | Lbs.      | Lbs.    | Lbs.       |
| 1870 | .. | 49,222,133 | 6,906,666  | ..        | 101,466 | 56,230,265 |
| 1871 | .. | 61,452,168 | 10,047,472 | ..        | 80,493  | 71,580,133 |
| 1872 | .. | 61,191,066 | 12,175,200 | ..        | Nil     | 73,366,266 |
| 1873 | .. | 61,920,884 | 11,587,443 | 1,007,629 | 27,133  | 74,543,089 |
| 1874 | .. | 62,794,133 | 5,408,800  | 2,709,600 | ..      | 70,912,533 |

The following is a comparative statement of some of the principal exports in 1873 and 1874.

|                   |    | 1873.   | 1874.   |
|-------------------|----|---------|---------|
|                   |    | Piculs. | Piculs. |
| Tobacco, prepared | .. | 40,004  | 42,431  |
| „ leaf            | .. | 47,322  | 47,881  |
| Oil, wood         | .. | 205,563 | 199,654 |
| Silk, raw         | .. | 2,588   | 1,485   |
| Hemp              | .. | 57,245  | 54,806  |
| Rhubarb           | .. | 3,607   | 2,903   |
| Medicine          | .. | 91,393  | 96,240  |
| Coal              | .. | 289,711 | 410,466 |

The coal was principally used in the steamers on the river. The total value of the export trade in 1874 was 6,111,672*l*.

#### IMPORTS.

*Manufactured Goods.*—The complaints of the dulness of trade in 1874 were general among both Chinese and foreigners, and the statistics are at first sight not very encouraging. In the first half of the year the trade was promising; but in the latter half, owing to failures among the native traders in Szechuan, it was difficult to find an outlet for manufactured goods. It will be seen, however, from the subjoined comparative Table that the import of grey and white shirtings shows an increase upon that of the previous year. Spanish stripes and camlets are also imported in increased quantity. Almost all other kinds of manufactured goods show a falling off.

COMPARATIVE Statement of the Imports of some of the Principal Manufactured Goods into Hankow in 1873 and 1874 :—

|                  |    | 1873.     | 1874.     |
|------------------|----|-----------|-----------|
|                  |    | Pieces.   | Pieces.   |
| Shirtings, grey  | .. | 1,245,223 | 1,300,609 |
| „ white          | .. | 66,000    | 86,800    |
| T-cloths         | .. | 452,282   | 430,510   |
| Drills and jeans | .. | 397,296   | 278,544   |
| Camlets          | .. | 39,689    | 40,792    |
| Long ells        | .. | 73,118    | 50,064    |
| Spanish stripes  | .. | 14,585    | 16,310    |

More than half the business in these goods was done by Chinese, as will be seen by the following figures, showing the estimated sales by

foreigners, calculated from the fortnightly returns given in the Market Report of the Chamber of Commerce.

ESTIMATED Sales by British and other Foreign Merchants in 1874:—

|                  |    |    |    |    | Pieces. |
|------------------|----|----|----|----|---------|
| Grey shirtings   | .. | .. | .. | .. | 553,700 |
| T-cloths         | .. | .. | .. | .. | 204,515 |
| Jeans and drills | .. | .. | .. | .. | 49,660  |
| Long ells        | .. | .. | .. | .. | 2,630   |
| Spanish stripes  | .. | .. | .. | .. | 1,686   |
| Camlets          | .. | .. | .. | .. | 2,730   |

*Opium.*—The import of opium, after deducting 190 piculs re-exported, was about 2,861 piculs against 2,994 piculs in 1873, showing a falling off of 133 piculs. The decrease is explained by the increased consumption of native opium. The amount reported for taxation at the native Le-kim Tax Office was as follows:—

|                |       | 1873.  | 1874.   |
|----------------|-------|--------|---------|
|                |       | Lbs.   | Lbs.    |
| Crude opium    | .. .. | 84,632 | 169,337 |
| Prepared ditto | .. .. | 996    | 702     |
| Total          | .. .. | 85,628 | 170,039 |

The quantity upon which tax was collected in 1874 was therefore double the amount taxed in 1873. There is, also, no doubt that the smuggling of a commodity so easily concealed continued to be carried on extensively. The crop of native opium in Yunnan and Szechuan was large, and the demand continues to keep pace with the supply. Native opium seems, in fact, to be in rather more favour in this part of China than formerly. It is known to be generally used by the inhabitants of the localities where it is grown and elsewhere by those who cannot afford to buy the foreign drug. But it is, also, stated that many well-to-do Chinese, who had been in the habit of smoking foreign opium, have given it up in whole or in part in favour of the native article, the use of which is believed to be less hurtful to the constitution, and attended with less physical inconvenience. For instance, the confirmed smoker of Indian opium generally passes sleepless nights, whereas smokers of native opium do not suffer to the same extent in this respect. The Szechuan product contains much less pure opium than is contained in Malwa, the "touch" of the former being, according to the report of an expert, 44, of the latter 75. It is not, therefore surprising that, as remarked by travellers, boatmen and other labourers in Szechuan should be able to smoke native opium without being unfitted for work.

*Cotton.*—The crop of cotton in Central China was large, owing to there having been no inundation; and, in consequence, the import shows a considerable decrease. The trade is altogether in Chinese hands, and the only foreigners affected are those engaged in the carrying trade, the proprietors of steamers plying on the river.

*Seaweed.*—The fact that Japanese traders have commenced to establish themselves here may account for the increase in the import of seaweed, which comes principally from that country. Upwards of 100,000 piculs were imported against 17,000 piculs in 1873.

The total value of the import trade was 5,112,144.

The average rate of exchange on London for bills payable at sight

was about 5s. 10 $\frac{3}{4}$ d. per tael, which is the rate adopted in this Report for the conversion of the tael into sterling.

(Signed)

P. J. HUGHES, *Consul*.

(Table 1. Part I.)—FOREIGN Produce Imported.

|   |        |           |  |  | Value.    |
|---|--------|-----------|--|--|-----------|
|   |        |           |  |  | Taels.    |
| Cotton piece goods—                       |        |           |  |  |           |
| Shirtings, grey .. .. .                   | pieces | 1,293,509 |  |  | 2,587,018 |
| „ white .. .. .                           | „      | 86,702    |  |  | 173,404   |
| „ brocades, white .. .. .                 | „      | 1,593     |  |  | 3,664     |
| „ white, figured .. .. .                  | „      | 498       |  |  | 1,145     |
| „ white spotted .. .. .                   | „      | 1,096     |  |  | 2,521     |
| „ brocades, dyed .. .. .                  | „      | 18,214    |  |  | 54,642    |
| „ brocades, dyed and spotted .. .. .      | „      | 662       |  |  | 1,986     |
| „ dyed, plain .. .. .                     | „      | 6,317     |  |  | 18,951    |
| T-cloths .. .. .                          | „      | 430,510   |  |  | 559,663   |
| Drills, English .. .. .                   | „      | 252,004   |  |  | 630,011   |
| „ American .. .. .                        | „      | 2,490     |  |  | 6,474     |
| „ Dutch .. .. .                           | „      | 26,580    |  |  | 63,792    |
| Chintzes .. .. .                          | „      | 41,332    |  |  | 61,998    |
| Damasks, plain .. .. .                    | „      | 2,340     |  |  | 7,020     |
| „ dyed .. .. .                            | „      | 4,916     |  |  | 22,614    |
| Velvets, velveteens, and fustians .. .. . | „      | 18,363    |  |  | 146,904   |
| Cotton handkerchiefs .. .. .              | dozens | 44,360    |  |  | 22,181    |
| Dimities .. .. .                          | pieces | 2,400     |  |  | 4,800     |
| Lawns, Victoria .. .. .                   | „      | 1,099     |  |  | 1,099     |
| Muslins .. .. .                           | „      | 2,473     |  |  | 2,473     |
| Mahomedan cloths .. .. .                  | „      | 270       |  |  | 1,134     |
| T. R. cloths .. .. .                      | „      | 7,489     |  |  | 14,978    |
| Woolen piece goods—                       |        |           |  |  |           |
| Blankets .. .. .                          | pairs  | 890       |  |  | 3,560     |
| Camlets, Dutch .. .. .                    | pieces | 250       |  |  | 4,000     |
| „ English .. .. .                         | „      | 40,552    |  |  | 567,728   |
| Cloth, broad and medium .. .. .           | „      | 7,454     |  |  | 223,620   |
| „ Russian .. .. .                         | „      | 3,460     |  |  | 121,109   |
| Flannels .. .. .                          | „      | 148       |  |  | 2,664     |
| Lastings, crape .. .. .                   | „      | 1,574     |  |  | 11,013    |
| „ plain .. .. .                           | „      | 14,957    |  |  | 164,527   |
| Long ells .. .. .                         | „      | 50,064    |  |  | 325,416   |
| Lustres, crape .. .. .                    | „      | 19,795    |  |  | 79,180    |
| „ figured .. .. .                         | „      | 43,963    |  |  | 175,852   |
| Spanish stripes .. .. .                   | „      | 13,548    |  |  | 162,576   |
| Opium—                                    |        |           |  |  |           |
| Malwa .. .. .                             | piculs | 2,900     |  |  | 1,377,601 |
| Patna .. .. .                             | „      | 135       |  |  | 55,596    |
| Benares .. .. .                           | „      | 6         |  |  | 2,460     |
| Persian .. .. .                           | „      | 9         |  |  | 4,140     |
| Metals—                                   |        |           |  |  |           |
| Copper .. .. .                            | „      | 280       |  |  | 4,203     |
| „ Japan .. .. .                           | „      | 840       |  |  | 12,608    |
| „ old .. .. .                             | „      | 359       |  |  | 3,599     |
| Iron, manufactured .. .. .                | „      | 5,781     |  |  | 17,345    |
| „ wire .. .. .                            | „      | 2,184     |  |  | 32,775    |
| Lead .. .. .                              | „      | 24,876    |  |  | 149,261   |
| Quicksilver .. .. .                       | „      | 241       |  |  | 24,125    |
| Tin .. .. .                               | „      | 2,318     |  |  | 60,287    |
| „ plates .. .. .                          | „      | 415       |  |  | 4,150     |
| Straits and Japan produce—                |        |           |  |  |           |
| Fish, cuttle .. .. .                      | „      | 4,071     |  |  | 44,783    |
| Pepper, black .. .. .                     | „      | 27,286    |  |  | 272,862   |
| „ white .. .. .                           | „      | 204       |  |  | 2,454     |
| Sandal wood .. .. .                       | „      | 16,260    |  |  | 105,696   |

|                          |    |    |    |        |           | Value.     |
|--------------------------|----|----|----|--------|-----------|------------|
|                          |    |    |    |        |           | Taels.     |
| Sapan wood               | .. | .. | .. | piculs | 34,509    | 103,528    |
| Seaweed ..               | .. | .. | .. | "      | 100,743   | 503,721    |
| Sugar, brown             | .. | .. | .. | "      | 63,097    | 220,840    |
| " candy                  | .. | .. | .. | "      | 895       | 7,166      |
| " white                  | .. | .. | .. | "      | 30,126    | 168,707    |
| Sundries—                |    |    |    |        |           |            |
| Aniseed ..               | .. | .. | .. | "      | 1,815     | 16,633     |
| Betel nuts               | .. | .. | .. | "      | 5,330     | 21,323     |
| Bêche de mer             | .. | .. | .. | "      | 1,813     | 66,743     |
| Birds' nests             | .. | .. | .. | "      | 3,245     | 34,765     |
| Buttons ..               | .. | .. | .. | gross  | 10,151    | 30,453     |
| Camphor                  | .. | .. | .. | piculs | 356       | 5,350      |
| Cardamoms                | .. | .. | .. | "      | 2,025     | 30,646     |
| Cassia lignea            | .. | .. | .. | "      | 273       | 2,733      |
| Clocks ..                | .. | .. | .. | ..     | ..        | 4,888      |
| Cloves ..                | .. | .. | .. | "      | 233       | 4,671      |
| Dyes and colours         | .. | .. | .. | ..     | ..        | 19,911     |
| Fans ..                  | .. | .. | .. | pieces | 8,918,655 | 61,315     |
| Fish, shell              | .. | .. | .. | piculs | 167       | 5,016      |
| Galangal ..              | .. | .. | .. | "      | 1,554     | 3,109      |
| Ginseng ..               | .. | .. | .. | "      | 302       | 89,108     |
| Glass ..                 | .. | .. | .. | boxes  | 7,505     | 30,020     |
| Gum ..                   | .. | .. | .. | piculs | 2,248     | 25,617     |
| Isinglass ..             | .. | .. | .. | "      | 1,331     | 46,601     |
| Lamps ..                 | .. | .. | .. | ..     | ..        | 6,046      |
| Matches ..               | .. | .. | .. | gross  | 13,915    | 2,783      |
| Mats ..                  | .. | .. | .. | pieces | 448,802   | 17,952     |
| Mushrooms                | .. | .. | .. | piculs | 554       | 16,641     |
| Needles ..               | .. | .. | .. | mille  | 46,845    | 14,054     |
| Nutmegs ..               | .. | .. | .. | piculs | 85        | 8,586      |
| Paint ..                 | .. | .. | .. | "      | 143       | 5,156      |
| Putchuk ..               | .. | .. | .. | "      | 1,226     | 9,814      |
| Rattans ..               | .. | .. | .. | "      | 731       | 2,926      |
| Rhinoceros' horns        | .. | .. | .. | "      | 42        | 4,214      |
| Sharks' fins             | .. | .. | .. | "      | 144       | 7,957      |
| Vermilion                | .. | .. | .. | "      | 421       | 29,502     |
| Watches ..               | .. | .. | .. | ..     | ..        | 6,548      |
| Sundries unenumerated    | .. | .. | .. | ..     | ..        | 36,915     |
| Total of foreign Imports |    |    |    |        |           | 10,075,616 |

Or, calculating the tael at an average rate for the year of, as nearly as possible  
5s. 10 $\frac{3}{4}$ d, per Hankow tael=2,970,207 $\frac{1}{2}$ .

(Signed) P. J. HUGHES, *Consul*.

(Table 1. Part II.)—FOREIGN Produce Imported.

| SUMMARY.                                       |    |    |    | £         |
|--|----|----|----|-----------|
| Imports from Great Britain                     | .. | .. | .. | Nil       |
| Imports from Chinese ports                     | .. | .. | .. | 2,970,207 |
| Total  | .. | .. | .. | 2,970,207 |
| Re-exports of foreign produce to Chinese ports | .. | .. | .. | 59,809    |
| Net total foreign imports                      | .. | .. | .. | 2,910,398 |

(Signed) P. J. HUGHES, *Consul*.



(Table 2. Part I.)—NATIVE IMPORTS.

|                               |    |    |        |                 | Value.    |
|-------------------------------|----|----|--------|-----------------|-----------|
|                               |    |    |        |                 | Taels.    |
| Tea, black (Kinkiang)         | .. | .. | piculs | 62,489          | 2,249,608 |
| Silk —                        |    |    |        |                 |           |
| Piece goods                   | .. | .. | ..     | 1,264           | 505,600   |
| Pongees                       | .. | .. | ..     | 99              | 49,740    |
| Raw, white                    | .. | .. | ..     | 9               | 2,964     |
| Ribbons                       | .. | .. | ..     | 189             | 60,494    |
| Thread                        | .. | .. | ..     | 5               | 1,863     |
| Silk and cotton mixture       | .. | .. | ..     | 100             | 16,079    |
| Cotton, raw                   | .. | .. | ..     | 182,704         | 2,009,754 |
| Fish, cuttle                  | .. | .. | ..     | 24,105          | 241,057   |
| Medicine                      | .. | .. | ..     | 30,606          | 306,064   |
| Seaweed                       | .. | .. | ..     | 519             | 1,559     |
| Sugar, brown                  | .. | .. | ..     | 134,258         | 402,776   |
| " white                       | .. | .. | ..     | 82,288          | 460,816   |
| " candy                       | .. | .. | ..     | 7,180           | 57,444    |
| Almonds                       | .. | .. | ..     | 293             | 5,868     |
| Bamboo shoots and ware        | .. | .. | ..     | 23,579          | 51,960    |
| Betel nuts                    | .. | .. | ..     | 5,266           | 21,067    |
| Bêche de mer                  | .. | .. | ..     | 387             | 13,479    |
| Brass buttons                 | .. | .. | ..     | 656             | 45,966    |
| " foil                        | .. | .. | ..     | 91              | 4,107     |
| " ware                        | .. | .. | ..     | 248             | 8,696     |
| Capoor cutchery               | .. | .. | ..     | 425             | 2,126     |
| Cardamoms                     | .. | .. | ..     | 171             | 3,439     |
| Carpets                       | .. | .. | pieces | 10,537          | 10,537    |
| Cassia lignea                 | .. | .. | piculs | 913             | 9,137     |
| " twigs                       | .. | .. | ..     | 1,925           | 5,677     |
| Clams, dried                  | .. | .. | ..     | 70              | 5,416     |
| Cornelian beads and ware      | .. | .. | ..     | 10              | 3,172     |
| Fans                          | .. | .. | ..     | 1,931,531       | 37,208    |
| Fish maws, roe, skins, &c.    | .. | .. | ..     | 1,862           | 31,435    |
| Fruits, dried                 | .. | .. | ..     | 2,211           | 33,177    |
| Galangal                      | .. | .. | ..     | 1,084           | 2,169     |
| Ginseng, native               | .. | .. | ..     | 45              | 13,683    |
| Glassware                     | .. | .. | ..     | 452             | 9,055     |
| Glue                          | .. | .. | ..     | 888             | 9,771     |
| Gold thread, imitation        | .. | .. | ..     | 12              | 1,224     |
| Grass cloth                   | .. | .. | ..     | 669             | 16,750    |
| Hams                          | .. | .. | ..     | 953             | 15,259    |
| Hats, straw                   | .. | .. | pieces | 114,625         | 22,925    |
| Hemp, cloth                   | .. | .. | ..     | 13,750          | 1,650     |
| Hornware                      | .. | .. | piculs | 20              | 1,010     |
| Indigo                        | .. | .. | ..     | 370             | 1,296     |
| Ironware                      | .. | .. | ..     | 1,402           | 7,012     |
| Joss-paper                    | .. | .. | ..     | 3,677           | 36,776    |
| Lead, yellow and white        | .. | .. | ..     | 2,828           | 19,797    |
| Liquorice                     | .. | .. | ..     | 1,213           | 18,207    |
| Lungngans                     | .. | .. | ..     | 5,915           | 68,345    |
| Mats                          | .. | .. | pieces | 142,850         | 5,715     |
| Mirrors                       | .. | .. | ..     | 8,661           | 8,661     |
| Mushrooms                     | .. | .. | piculs | 34              | 1,218     |
| Mussels, dried                | .. | .. | ..     | 1,247           | 24,947    |
| Nankeen                       | .. | .. | ..     | 98              | 1,966     |
| Opium, prepared               | .. | .. | ..     | 5 $\frac{3}{4}$ | 4,584     |
| Paper                         | .. | .. | ..     | 1,650           | 31,410    |
| Peel, orange                  | .. | .. | ..     | 708             | 2,127     |
| Preserves                     | .. | .. | ..     | 451             | 6,779     |
| Rattans                       | .. | .. | ..     | 805             | 3,735     |
| Rouge                         | .. | .. | ..     | 106             | 4,267     |
| Samshoo                       | .. | .. | ..     | 1,336           | 6,685     |
| Sea blubbers                  | .. | .. | ..     | 3,677           | 14,711    |
| Sharks' fins, black and white | .. | .. | ..     | 321             | 17,910    |

|                   |    |    |    |        |       | Value.    |
|-------------------|----|----|----|--------|-------|-----------|
|                   |    |    |    |        |       | Taels.    |
| Shoes and boots   | .. | .. | .. | pairs  | 6,276 | 6,276     |
| Spectacles        | .. | .. | .. | ..     | 3,644 | 1,823     |
| Tinfoil           | .. | .. | .. | piculs | 248   | 7,455     |
| Tobacco, prepared | .. | .. | .. | ..     | 158   | 2,845     |
| Woodware          | .. | .. | .. | ..     | 367   | 7,356     |
| Miscellaneous     | .. | .. | .. | ..     | ..    | 202,250   |
|                   |    |    |    |        |       | 7,265,934 |

Or, calculating the tael at an average rate for the year of, as near as possible, 5s. 10 $\frac{1}{2}$ d. per Hankow tael, equal to 2,141,937.

(Table 2. Part II.)—SUMMARY.

|                                  |    |    |    | £         |
|----------------------------------|----|----|----|-----------|
| Gross imports from Chinese ports | .. | .. | .. | 2,141,937 |
| Re-exports to Chinese ports      | .. | .. | £  | 226,845   |
| „ Great Britain                  | .. | .. | .. | 303,841   |
| „ Continent                      | .. | .. | .. | 133,536   |
|                                  |    |    |    | 664,222   |
| Net total                        | .. | .. | .. | 1,477,715 |

(Signed) P. J. HUGHES, *Consul*.

(Table 3. Part I.)—EXPORTS.

|                           |    |    |    |        |           | Value.     |
|---------------------------|----|----|----|--------|-----------|------------|
|                           |    |    |    |        |           | Taels.     |
| Tea, black                | .. | .. | .. | piculs | 408,631   | 11,441,671 |
| „ brick                   | .. | .. | .. | ..     | 40,566    | 324,534    |
| „ green                   | .. | .. | .. | ..     | 20,322    | 162,578    |
| Silk, Szechuan and yellow | .. | .. | .. | ..     | 1,461     | 183,589    |
| „ white                   | .. | .. | .. | ..     | 24        | 2,545      |
| „ piece goods             | .. | .. | .. | ..     | 23        | 2,714      |
| „ pongees                 | .. | .. | .. | ..     | 6         | 1,126      |
| Opium, Szechuan           | .. | .. | .. | ..     | 109       | 30,352     |
| Alum                      | .. | .. | .. | ..     | 4,786     | 4,372      |
| Arsenic                   | .. | .. | .. | ..     | 2,177     | 12,024     |
| Asses skins               | .. | .. | .. | ..     | 190       | 1,193      |
| Bamboo shoots             | .. | .. | .. | ..     | 4,268     | 15,044     |
| Bones, tiger's            | .. | .. | .. | ..     | 51        | 2,477      |
| Bow-strings               | .. | .. | .. | ..     | 87        | 1,681      |
| Brassware                 | .. | .. | .. | ..     | 193       | 10,423     |
| Cantharides               | .. | .. | .. | ..     | 39        | 1,243      |
| Charcoal                  | .. | .. | .. | ..     | 10,017    | 7,919      |
| China-root                | .. | .. | .. | ..     | 9,393     | 53,194     |
| Chow chow                 | .. | .. | .. | ..     | 823       | 17,093     |
| Cinnabar                  | .. | .. | .. | ..     | 78        | 5,456      |
| Coal                      | .. | .. | .. | ..     | 410,466   | 126,527    |
| Copper, unmanufactured    | .. | .. | .. | ..     | 406       | 11,230     |
| „ ware                    | .. | .. | .. | ..     | 79        | 2,445      |
| Dyestuff                  | .. | .. | .. | ..     | 4,274     | 9,735      |
| Eggs                      | .. | .. | .. | pieces | 6,082,110 | 18,432     |
| Fire crackers             | .. | .. | .. | piculs | 3,090     | 23,383     |
| Fruits, dried             | .. | .. | .. | ..     | 11,774    | 34,136     |
| „ fresh                   | .. | .. | .. | ..     | 7,304     | 13,433     |
| Fungus                    | .. | .. | .. | ..     | 11,682    | 403,549    |
| Furs                      | .. | .. | .. | pieces | 2,641     | 8,528      |
| Grass cloth, coarse       | .. | .. | .. | piculs | 917       | 14,619     |

|                        |        |         |  |  | Value.     |
|------------------------|--------|---------|--|--|------------|
|                        |        |         |  |  | Taels.     |
| Gypsum .. .. .         | piculs | 60,815  |  |  | 17,930     |
| Hair, goats' .. ..     | "      | 358     |  |  | 1,691      |
| Hartall .. .. .        | "      | 139     |  |  | 1,666      |
| Hemp .. .. .           | "      | 54,806  |  |  | 425,460    |
| Hides, cows' .. ..     | "      | 5,769   |  |  | 50,783     |
| Iron, old .. .. .      | "      | 12,210  |  |  | 9,728      |
| " unmanufactured ..    | "      | 3,124   |  |  | 3,981      |
| " ware .. .. .         | "      | 5,130   |  |  | 11,587     |
| Leather .. .. .        | "      | 1,558   |  |  | 32,989     |
| " green .. .. .        | "      | 14      |  |  | 1,110      |
| Lilies, dried .. ..    | "      | 11,580  |  |  | 98,580     |
| Liquorice .. .. .      | "      | 305     |  |  | 1,467      |
| Lotus nuts .. .. .     | "      | 10,763  |  |  | 114,766    |
| Medicine .. .. .       | "      | 96,240  |  |  | 571,940    |
| Melon seeds .. ..      | "      | 4,433   |  |  | 12,148     |
| Musk .. .. .           | "      | 22      |  |  | 125,089    |
| Nankeens .. .. .       | "      | 1,911   |  |  | 109,694    |
| Nutgalls .. .. .       | "      | 21,611  |  |  | 136,214    |
| Oil, hemp .. .. .      | "      | 680     |  |  | 3,510      |
| " tea .. .. .          | "      | 2,334   |  |  | 11,908     |
| " wood .. .. .         | "      | 199,654 |  |  | 1,228,396  |
| Paper, 1st quality ..  | "      | 545     |  |  | 5,987      |
| " 2nd quality .. ..    | "      | 14,767  |  |  | 75,013     |
| Plums, black .. ..     | "      | 1,500   |  |  | 4,612      |
| Rhubarb, Shensi ..     | "      | 779     |  |  | 20,440     |
| " Szechuan .. ..       | "      | 2,124   |  |  | 20,989     |
| Rosin .. .. .          | "      | 1,102   |  |  | 1,628      |
| Samshoo .. .. .        | "      | 1,285   |  |  | 8,349      |
| Skins, clothing .. ..  | pieces | 3,003   |  |  | 9,931      |
| " sheep and lambs' ..  | "      | 4,099   |  |  | 5,260      |
| Soot .. .. .           | piculs | 389     |  |  | 3,725      |
| Spelter .. .. .        | "      | 339     |  |  | 1,900      |
| Steel .. .. .          | "      | 8,192   |  |  | 42,976     |
| Saffron flower .. ..   | "      | 4,689   |  |  | 254,735    |
| Tallow .. .. .         | "      | 55,124  |  |  | 384,187    |
| Timber, coffin wood .. | pieces | 13,563  |  |  | 9,706      |
| " poles .. .. .        | "      | 56,699  |  |  | 20,795     |
| Tobacco, prepared ..   | piculs | 42,431  |  |  | 722,196    |
| " leaf .. .. .         | "      | 47,881  |  |  | 318,654    |
| Vermicelli .. .. .     | "      | 3,514   |  |  | 14,818     |
| Varnish .. .. .        | "      | 4,706   |  |  | 162,004    |
| Wax, white .. .. .     | "      | 5,219   |  |  | 242,645    |
| " yellow .. .. .       | "      | 196     |  |  | 6,297      |
| Sundries .. .. .       | "      |         |  |  | 21,365     |
|                        |        |         |  |  | 18,276,094 |

Equal, at 5s. 10 $\frac{3}{4}$ d. per Hankow tael, to .. £ 5,387,641

Re-exports, foreign goods .. .. £ 59,809  
 " native goods .. .. 664,222  
 724,031

Grand total .. .. £ 6,111,672

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(Table 3. Part II.)—RE-EXPORTS. Foreign Goods.

|                                      |    |    |    |        |        | Value.  |
|--------------------------------------|----|----|----|--------|--------|---------|
|                                      |    |    |    |        |        | Taels.  |
| Grey shirtings                       | .. | .. | .. | pieces | 25,548 | 51,096  |
| White shirtings                      | .. | .. | .. | "      | 700    | 1,400   |
| T-cloths                             | .. | .. | .. | "      | 7,100  | 9,230   |
| Drills, English                      | .. | .. | .. | "      | 820    | 2,051   |
| Chintzes                             | .. | .. | .. | "      | 1,669  | 2,504   |
| Dyed brocades                        | .. | .. | .. | "      | 1,099  | 3,247   |
| Dyed damask                          | .. | .. | .. | "      | 160    | 736     |
| Velvets, &c.                         | .. | .. | .. | "      | 60     | 480     |
| Cotton handkerchiefs                 | .. | .. | .. | "      | 1,400  | 700     |
| Dimities                             | .. | .. | .. | pieces | 150    | 300     |
| T. R. cloth                          | .. | .. | .. | "      | 500    | 1,000   |
| Woollen piece goods—                 |    |    |    |        |        |         |
| Figured lustres                      | .. | .. | .. | "      | 100    | 400     |
| English camlets                      | .. | .. | .. | "      | 150    | 2,100   |
| Cloth, medium                        | .. | .. | .. | "      | 340    | 10,200  |
| Lasting, plain                       | .. | .. | .. | "      | 359    | 3,949   |
| " crape                              | .. | .. | .. | "      | 420    | 2,940   |
| Long ells                            | .. | .. | .. | "      | 820    | 5,330   |
| Spanish stripes                      | .. | .. | .. | "      | 116    | 1,392   |
| Flannel                              | .. | .. | .. | "      | 25     | 450     |
| Blankets                             | .. | .. | .. | "      | 100    | 400     |
| Metals—                              |    |    |    |        |        |         |
| Lead                                 | .. | .. | .. | piculs | 312    | 1,872   |
| Tin                                  | .. | .. | .. | "      | 23     | 608     |
| Quicksilver                          | .. | .. | .. | "      | 9      | 956     |
| Opium—                               |    |    |    |        |        |         |
| Malwa                                | .. | .. | .. | "      | 183    | 86,925  |
| Patna                                | .. | .. | .. | "      | 2      | 820     |
| Persian                              | .. | .. | .. | "      | 5      | 2,300   |
| Sugar, white                         | .. | .. | .. | "      | 58     | 330     |
| " brown                              | .. | .. | .. | "      | 440    | 1,542   |
| Sandal wood                          | .. | .. | .. | "      | 49     | 322     |
| Seaweed                              | .. | .. | .. | "      | 271    | 1,356   |
| White pepper                         | .. | .. | .. | "      | 106    | 106     |
| Sundries                             | .. | .. | .. | ..     | ..     | 5,794   |
| Value of re-exports of foreign goods |    |    |    |        |        | 202,886 |

Or, calculating the tael at an average rate for the year of, as nearly as possible, 5s. 10½d. per Hankow tael, equal to 59,809½.

(Signed)

P. J. HUGHES, *Consul*.

(Table 3. Part III.)—RE-EXPORTS of Chinese Goods.

|                             |        |        |  |  | Value.    |
|-----------------------------|--------|--------|--|--|-----------|
|                             |        |        |  |  | Taels.    |
| Tea, Kinkiang .. .. .       | piculs | 62,325 |  |  | 2,243,711 |
| Silk, pongees .. .. .       | "      | 13     |  |  | 6,510     |
| " ribbons .. .. .           | "      | 0 35   |  |  | 112       |
| Almonds .. .. .             | "      | 23     |  |  | 468       |
| Bêche de mer, black .. .. . | "      | 11     |  |  | 446       |
| Cuttlefish .. .. .          | "      | 64     |  |  | 649       |
| Glue .. .. .                | "      | 9      |  |  | 109       |
| Grass cloth, coarse .. .. . | "      | 3      |  |  | 81        |
| Plums, black .. .. .        | "      | 2      |  |  | 8         |
| Rattan-ware .. .. .         | "      | 29     |  |  | 148       |
| Sharks' fins .. .. .        | "      | 3 61   |  |  | 217       |
| Sundries .. .. .            | "      |        |  |  | 734       |
| Grand total .. .. .         |        |        |  |  | 2,253,193 |

Equal, at 5s. 10 $\frac{1}{2}$ d. per Hankow tael, to 664,222*l*.

(Signed)

P. J. HUGHES, *Consul*.

(Table 3. Part IV.)—EXPORTS AND RE-EXPORTS.

## SUMMARY.

|                          |  |  | Exports.  | Re-exports. | Total.    |
|--------------------------|--|--|-----------|-------------|-----------|
|                          |  |  | £         | £           | £         |
| To Great Britain .. .. . |  |  | 1,132,308 | 303,841     | 1,436,149 |
| Odessa .. .. .           |  |  | 116,216   | 133,536     | 249,752   |
|                          |  |  | 1,248,524 | 437,377     | 1,685,901 |
| Shanghai .. .. .         |  |  | 3,741,091 | 254,741     | 3,995,832 |
| Chinkiang .. .. .        |  |  | 357,390   | 7,631       | 365,021   |
| Kinkiang .. .. .         |  |  | 7,847     | 24,282      | 32,129    |
| Ningpo .. .. .           |  |  | 32,789    | ..          | 32,789    |
|                          |  |  | 4,139,117 | 286,654     | 4,425,771 |
|                          |  |  |           |             | 6,111,672 |

(Signed)

P. J. HUGHES, *Consul*.

(Table 4.)—RETURN of British and Foreign Shipping at the Port of Hankow during the Year 1874.

|                  |  |  | Entered.        |         | Cleared.        |         |
|------------------|--|--|-----------------|---------|-----------------|---------|
|                  |  |  | No. of Vessels. | Tons.   | No. of Vessels. | Tons.   |
| British .. .. .  |  |  | 178             | 166,015 | 211             | 168,129 |
| American .. .. . |  |  | 194             | 154,189 | 225             | 155,750 |
| Chinese .. .. .  |  |  | 37              | 14,514  | 49              | 15,539  |
| German .. .. .   |  |  | 9               | 1,014   | 6               | 679     |
| Russian .. .. .  |  |  | 2               | 3,088   | 2               | 3,088   |
|                  |  |  | 420             | 338,820 | 493*            | 343,185 |

\* Including 81 junks under special junk pass: 40 British and 41 American.

(Signed)

P. J. HUGHES, *Consul*.



## SWATOW.

*Report on the Foreign Trade at Swatow in 1874.*

THE statistics contained in this report have been compiled from the Customs' Returns, for the use of which I am indebted to the kindness of Mr. Commissioner Hammond.

The following summary of the totals of trade for 1874, and the preceding year, shows a slight decrease in the values for 1874, but this is accounted for by the adoption on the part of the Customs authorities of a new system of valuation.

| Foreign Imports—                     |    |    |    | Taels.    | Taels.  |
|--------------------------------------|----|----|----|-----------|---------|
| Net value in 1874                    | .. | .. | .. | 6,927,469 |         |
| „ 1873                               | .. | .. | .. | 6,388,979 |         |
| Increase                             | .. | .. | .. | ..        | 538,490 |
| Native Imports—                      |    |    |    |           |         |
| Net value in 1874                    | .. | .. | .. | 4,130,190 |         |
| „ 1873                               | .. | .. | .. | 3,823,827 |         |
| Increase                             | .. | .. | .. | ..        | 306,363 |
| Total increase                       | .. | .. | .. | ..        | 844,853 |
| Native Exports to foreign countries— |    |    |    |           |         |
| Net value in 1873                    | .. | .. | .. | 1,102,458 |         |
| „ 1874                               | .. | .. | .. | 518,186   |         |
| Decrease                             | .. | .. | .. | ..        | 584,272 |
| Native Exports to Treaty ports—      |    |    |    |           |         |
| Net value in 1873                    | .. | .. | .. | 4,136,905 |         |
| „ 1874                               | .. | .. | .. | 3,849,553 |         |
| Decrease                             | .. | .. | .. | ..        | 287,352 |
| Total decrease                       | .. | .. | .. | ..        | 871,624 |

Decrease in total trade, 26,771 taels, equal, at the rate of 6s. per tael, to 5,031*l*.

The total foreign trade in 1874 thus reached the value of 15,425,398 taels, from which estimate re-exports and treasure are excluded. In 1873 the net value of the same trade was 15,452,169 taels, and in 1872 15,883,389 taels. It is well known that there was a considerable increase both in the import and export trades of last year, which the increased receipt of duties (see return at end of report) tends to prove; and whatever inferences may be drawn from an inspection of the above figures, it is right to state that the trade of 1874 was double in value that of 1869, and showed a very considerable increase in comparison with the years 1870 and 1871. The business of the port has, therefore, been progressing.

Re-exports were fewer than in 1873, 3,669 taels covering the value of those of foreign goods in 1874, against 13,955 taels in 1873, and 19,633 taels in 1872. 366 taels' worth of Chinese produce was re-exported last year, while in the preceding year the re-exports of the same class were estimated at a value of 2,427 taels, and in 1872 at 25,891 taels.

Treasure is not included in the foregoing totals, and I give below a statement in sterling of what was imported and exported during the last three years.

| Imported value— |    |    |    |    |    | £       |
|-----------------|----|----|----|----|----|---------|
| 1872            | .. | .. | .. | .. | .. | 103,171 |
| 1873            | .. | .. | .. | .. | .. | 192,114 |
| 1874            | .. | .. | .. | .. | .. | 175,467 |
| Exported value— |    |    |    |    |    |         |
| 1872            | .. | .. | .. | .. | .. | 978,445 |
| 1873            | .. | .. | .. | .. | .. | 828,616 |
| 1874            | .. | .. | .. | .. | .. | 702,769 |

Copper cash to the value of nearly 13,000 dollars are included in the imports of 1874.

#### *Imports from Foreign Countries.*

With the exception of one cargo of coals brought by a steamer which was sent out from London to run between Swatow and Singapore, there were no direct shipments from Great Britain. Hong Kong, Singapore, and Cochin China were the countries and places from which foreign produce was received, and by far the greatest quantity came in Lapraik and Company's steamers from Hong Kong, whither, on account of the small passage fares charged them, Chinese merchants proceed to make own purchases for this market.

1,294,100*l.* worth of opium, weighing about 9,374 piculs, was introduced. A great proportion of this is supposed to have been carried to far off districts in different provinces, this port having an advantage over the neighbouring treaty ones in the existence of lighter taxes on opium in transit. The duties exacted under the Treaty reached in 1874 the amount of 282,757 *l.* 9 *s.* 4 *d.*, or about 80,360*l.* Malwa appears to have been the favourite form of the drug, as the quantity of it imported ( $5,682\frac{52}{100}$  piculs) was nearly double that of Patna ( $2,992\frac{65}{100}$  piculs) and Benares (69,879 piculs) together. Its import was less than that of 1873 by 92 piculs, and that of Benares had a decrease of 21 piculs; 218 piculs, on the other hand, were the excess in the case of Patna. The opium re-exported weighed only  $1\frac{30}{100}$  picul, and that was Malwa.

Nearly all the cotton piece and woollen goods came through Hong Kong. Of almost every sort of these manufactures there was an increased importation, and in some instances the increase was very marked. The value of the former class of goods was in 1874 1,744,888 taels, against 989,815 taels in 1873, and of the woollens 179,064 taels, against 137,809 taels.

The following comparative table will show the quantities imported in the two years mentioned :—

|                                      | 1873.   | 1874.   |
|--------------------------------------|---------|---------|
|                                      | Pieces. | Pieces. |
| Shirtings, grey, plain .. ..         | 77,086  | 137,835 |
| " white .. ..                        | 55,272  | 77,235  |
| " dyed, plain .. ..                  | 6,812   | 7,339   |
| T-cloths .. ..                       | 81,192  | 126,286 |
| Drills .. ..                         | 17,173  | 28,240  |
| Chintzes and common prints .. ..     | 1,004   | 2,116   |
| Turkey red cloths and cambrics .. .. | 4,880   | 8,195   |
| Damasks, dyed .. ..                  | 29      | 64      |
| Velvets, &c. .. ..                   | 1,275   | 1,100   |
| Lawns, muslins, &c. .. ..            | 1,549   | 3,568   |
| Handkerchiefs .. ..                  | 1,117   | 6,686   |
| Camlets, English .. ..               | 2,568   | 3,986   |
| " Dutch .. ..                        | 216     | 288     |
| Cloths, broad .. ..                  | 633     | 491     |
| Spanish stripes .. ..                | 2,704   | 3,294   |
| Lastings and crape lastings .. ..    | 1,254   | 1,687   |
| Long ells .. ..                      | 2,888   | 17,958  |
| Woollen and cotton mixtures .. ..    | 2,546   | 2,787   |

Comparatively speaking, there was a large consumption of cotton yarn.

In the value of the imported metals an increase is also noticeable, the figures 270,878 taels appearing in the Customs Returns as their estimated value for 1874, while for the year 1873 a value of 195,745 taels is recorded. The principal imports under this head consisted of nail rod iron, iron ware, lead in pigs. and tin slabs, all of which appear to have been received in much greater quantities than in 1873. 1,043 piculs are set down as the imported quantity of pig lead, of which only 231 piculs were brought into port in 1873, and the importation of nail rod iron was double that of the same year. The latter remark will nearly apply to iron ware and tin slabs also.

The articles of foreign origin that are classed as sundries in the Customs' Returns, such as cotton, mangrove bark, isinglass, rice, &c., show a decreased importation last year in comparison with 1873, nearly the whole of which was due to a falling off in raw cotton and rice. The harvests were good, in consequence of which it was not necessary to bring rice into the market; and much cotton was received from the China coast.

Imports of native produce were introduced through Hong Kong to the value of 149,709 taels, and of 3,980,847 taels from the Treaty ports. The principal were beans, bean-cake, hemp, medicines, vermicelli, and wheat. The small coasting vessels found almost constant employment in the carrying of beans and bean-cake from the northern ports of Chefoo and Newchwang, and not a few steamers brought full cargoes of those manures from Shanghai as transshipments from the north. In 1872 968,890 piculs of bean-cake were brought into Swatow, and in 1873 917,321 piculs. The number of piculs imported rose in 1874 to 1,408,384.

## EXPORTS.

*Sugar.*—Comparative table for 1872, 1873, and 1874.

| Destination.            | Brown.     |            |            | White.     |            |            |
|-------------------------|------------|------------|------------|------------|------------|------------|
|                         | 1872.      | 1873.      | 1874.      | 1872.      | 1873.      | 1874.      |
|                         | Piculs.    | Piculs.    | Piculs.    | Piculs.    | Piculs.    | Piculs.    |
| Hong Kong ...           | 6,793      | 8,907      | 14,870     | 2,256      | 59,076     | 16,184     |
| Singapore ...           | 2,861      | 767        | 1,194      | ...        | ...        | ...        |
| Cochin China .          | 51         | 75         | 52         | ...        | ...        | ...        |
| Japan ...               | 2,981      | 5,083      | ...        | 2,452      | ...        | ...        |
| Great Britain .         | 7,610      | ...        | ...        | ...        | ...        | ...        |
| Australia ...           | 13,678     | 6,039      | ...        | 746        | 1,956      | ...        |
| United States .         | 37,932     | ...        | 36,082     | 70,783     | 88,856     | 14,422     |
| Newchwang ...           | 9,537      | 2,468      | 11,189     | 7,903      | 2,795      | 5,142      |
| Tientsin ...            | 44,635     | 35,387     | 40,779     | 63,913     | 54,450     | 70,358     |
| Chefoo .                | 26,864     | 23,565     | 29,291     | 29,118     | 27,502     | 54,954     |
| Shanghai ...            | 260,975    | 273,173    | 315,764    | 226,797    | 299,419    | 382,134    |
| Ningpo .                | 7,518      | ...        | ...        | ...        | ...        | ...        |
| Poochow ...             | ...        | 109        | ...        | 105        | 201        | ...        |
| Amoy .                  | ...        | ...        | 1,735      | ...        | ...        | ...        |
| Total ...               | 421,455    | 355,573    | 450,956    | 404,073    | 533,985    | 543,194    |
| Or, in lbs. avoirdupois | 56,053,515 | 47,291,209 | 59,977,143 | 53,741,709 | 71,020,005 | 72,244,802 |

The value of the brown sugar exported was in 1874, 316.571*l.*, and of the white during the same period 707,239*l.* I understand that the area of cultivation has been much increased in the neighbourhood, and that much ground originally used for the growing of rice has been planted with sugar cane. It will be seen from the above table that most of the sugar went to Shanghai, presumably for re-export to the northern and Yangtze ports, and that the export to Hong Kong is apparently very small. The Customs Returns, as far as shipments to the last place are concerned, give, of course, statistics of exports of sugar in foreign vessels only, but it is a well ascertained fact that very large shipments were, and are constantly during the season, leaving the neighbouring small ports for Hong Kong in junks. The duties payable at the ports in question, which are not far from Hong Kong, are so small in comparison with what has to be paid at Swatow that the foreign exporters at the latter port are placed at great disadvantage in comparison with their Chinese rivals along the sea-board. This has been adverted to in the previous reports of Her Majesty's Consuls. One of the British firms here has set up steam machinery on the Kakehio side of the river, with which experiments in the crystallization of the various raw sugars of the district are being made. I understand that so much success has already resulted, that improvements in and additions to the machinery are to be made in the hope of establishing a regular business.

Tea was exported to the following extent:—

## BLACK.

|                             |    |    | Congou. | Oolong. | Souchong. | Total.  |
|-----------------------------|----|----|---------|---------|-----------|---------|
|                             |    |    | Piculs. | Piculs. | Piculs.   | Piculs. |
| To Great Britain ..         | .. | .. | 183     | 795     | 30        | 1,008   |
| United States of America .. | .. | .. | ..      | 316     | ..        | 316     |
| Australia ..                | .. | .. | ..      | 2       | ..        | 2       |
| Cochin China ..             | .. | .. | ..      | 126     | ..        | 126     |
| Straits ..                  | .. | .. | ..      | 173     | ..        | 173     |
| Hong Kong ..                | .. | .. | ..      | 280     | ..        | 280     |
| Chinese ports ..            | .. | .. | ..      | 6       | ..        | 6       |
| Total ..                    | .. | .. | 183     | 1,698   | 30        | 1,911   |

Equal to a total export of 254,163 lbs,

## GREEN.

|                  |    | Gunpowder. | Imperial. | Young Hyson. | Hyson.  | Twankay. | Total.  |
|------------------|----|------------|-----------|--------------|---------|----------|---------|
|                  |    | Piculs.    | Piculs.   | Piculs.      | Piculs. | Piculs.  | Piculs. |
| To Great Britain | .. | 626        | 19        | 983          | 75      | 148      | 1,851   |
| Australia        | .. | 11         | ..        | 35           | ..      | 1        | 47      |
| Total            | .. | 637        | 19        | 1,018        | 75      | 149      | 1,898   |

1,898 piculs equal to 252,434 lbs.

In 1873 the export of black tea amounted to 1,639 piculs, and there were no shipments of green. The total value of the black tea exported last year is represented to have been 15,625*l.*, and of the green 17,250*l.*

No transit duty certificates appear to have been made use of in the transport of sugar, tea, or other merchandize, the reason of which is to be found in the fact that it has been proved to be as cheap to pay the barrier taxes.

Coarse grass-cloth, valued at 304,934 taels, was sent to the Chinese ports, and at 3,179 taels to foreign countries. Of the fine sort there were no great shipments. The oranges, for which this district is famous, were as usual sent off in large numbers, chiefly to Hong Kong. The other articles of export were of a very miscellaneous description, including even provisions and vegetables, which were shipped as food for the many Chinese emigrants leaving for Singapore and the Straits in foreign vessels.

*Shipping.*—Return of steamers and sailing-vessels.

|                                 | Steamers. |          | Sailing-Vessels. |          |
|---------------------------------|-----------|----------|------------------|----------|
|                                 | No.       | Tonnage. | No.              | Tonnage. |
| British                         | 547       | 348,564  | 133              | 48,209   |
| American                        | 27        | 21,194   | 28               | 9,712    |
| German                          | 14        | 11,178   | 158              | 53,625   |
| French                          | ..        | ..       | 11               | 6,728    |
| Dutch                           | ..        | ..       | 8                | 2,596    |
| Danish                          | ..        | ..       | 2                | 496      |
| Spanish                         | 6         | 2,964    | ..               | ..       |
| Swedish and Norwegian           | 2         | 786      | 3                | 549      |
| Siamese                         | ..        | ..       | 4                | 2,236    |
| Hawaiian                        | ..        | ..       | 4                | 1,892    |
| Chinese merchant steam-ship Co. | 39        | 25,716   | ..               | ..       |
| Total                           | 635       | 410,402  | 351              | 126,043  |

Total, 986 vessels, with 536,445 tons.

In 1873 the total number of vessels of all nationalities was 937, with a tonnage of 468,269 tons, of which 471 were British vessels with 235,633 tons. The share taken by British vessels in the total trade in 1874 has been estimated to have been 71·45 per cent. Of the foreign trade 92·69 per cent. is stated to have been the proportion carried under the same flag, and of the coast trade 51·65 per cent. 78·02 per cent. of the total dues and duties was paid on account of the vessels carrying those cargoes. The newly acquired steamers of the Chinese Merchant



Steamship Company, all of which are commanded by foreign masters, ran during the latter part of the year regularly between Shanghai and Swatow, and they have continued to do so this year. Their popularity among the Chinese is, notwithstanding this, very doubtful. Swatow seamen found constant employment in the small coasting vessels, the masters of which appreciate their services.

*Duties.*—Comparative Table of Dues and Duties paid in 1873 and 1874:—

|                             | 1873.          |       | 1874.          |       |
|-----------------------------|----------------|-------|----------------|-------|
|                             | Haikwan taels. |       | Haikwan taels. |       |
| Import duties .. ..         | 67,731         | 6 8 9 | 90,888         | 2 5 9 |
| Opium, ditto .. ..          | 272,186        | 5 0 0 | 282,757        | 9 4 0 |
| Export, ditto .. ..         | 184,086        | 2 8 3 | 204,043        | 3 6 4 |
| Coast trade, ditto .. ..    | 47,588         | 6 0 9 | 70,748         | 8 4 0 |
| Tonnage dues .. ..          | 16,397         | 6 0 0 | 15,674         | 6 4 0 |
| Total dues and duties .. .. | 587,990        | 6 8 1 | 664,113        | 0 4 3 |

*Emigration and Passenger Traffic.*—I am glad to be able to report that the complaints of British shipowners that, owing to the liberality of the Custom-house rules, under which most of the continental vessels visiting this port, could take passengers to the Straits and other places, British vessels which are forced to carry emigrants under the stringent Chinese Passengers Act of 1855 were placed at a disadvantage, and could not get so many charters as the others, have entirely disappeared, the Government of the Straits Settlements having, on the 7th October last, passed an Ordinance under which vessels of all nationalities entering the limits of the British Settlements are placed on the same footing as to the number of passengers allowed to be carried. The space allowed to each passenger under the new Ordinance is the same as that prescribed by the Hong Kong Ordinance No. 8 of 1871, under which British vessels are allowed to clear with passengers by Her Majesty's Consul here, and it would seem that deck passengers are not to be carried under the Singapore rules. I circulated the new Ordinance as soon as I received it among the merchants, &c., of every nationality here, and the information thus given created great excitement. The passing of the Ordinance has already done a great deal of good, as I happen to know that various continental sailing-vessels have cleared out with the proper number of coolies.

The masters of such vessels have several times come to me for information as to the provisions of the Ordinance, and have expressed themselves as not caring by taking an excess of passengers to run the risk of incurring the heavy penalties mentioned in the Ordinance. I hope, for the sake of emigrants and of British vessels, that the penalties will be fully enforced in every case of infraction of the law. It is to be feared that the temptation to take a large number of passengers, and land the excess over the number allowed on some of the islands outside Singapore is great, and it is to be hoped that the part of the Ordinance relating to offences of this sort will be carried into effect.

No casualties occurred during the year to vessels carrying coolies from Swatow, but cholera began in October last in Singapore harbour, just after her arrival there, in the British steam-ship "Milton," which was in consequence placed in quarantine for a good many days, to the great pecuniary loss of the charterers. 10,285 Chinese left for Singapore, 489 for Bangkok, and 263 for Saigon in sailing vessels during the

year, and 5,877 proceeded to Singapore in steamers. The numbers of those that came back to China during the same period were: from Singapore in sailing-vessels, 274; in steamers, 250; from Bangkok, 120; and from Saigon, 24. 16,725, however, arrived from Hong Kong, the most of whom are supposed to have come through from the Straits.

The number of foreign residents in Swatow and Double Island in December last was, including women and children, 147, of whom 63 were British.

An attempt was made during the year to fix a bund line on the Swatow side, but the authorities have not yet assented to the scheme.

(Signed)

A. FRATER, *Acting Consul.*

*Swatow, March 27, 1875.*

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### *Political Summary for the Year 1874.*

THE port and its neighbourhood continued to be quiet during the year; and, as far as I am aware, there were no clan fights. This was no doubt attributable to the continued presence of General Fang, the military pacificator of turbulent districts referred to in Mr. Forrest's Political Summary for 1872. Except for the purpose of paying a few visits to the Governor-General at Canton, he never left the district. The Chinese steam gun-vessel "Chento" was and is at his disposal for military police purposes, and her station is for this reason at Swatow. The constant stream of emigration that has been going on has unquestionably helped the authorities to get rid of a large number of possibly turbulent characters, and it is as well that such individuals should be encouraged to proceed to and settle in Singapore and Saigon, where there is some inducement to them to become honest and peaceable. It is right to note that the numerous small coasting foreign vessels that trade regularly between the northern ports and Swatow are almost all manned by Swatow seamen belonging to the hitherto turbulent boating class. They appear to be thought highly of by the masters of the vessels in which they are employed. These sailors get good wages and regular employment, and they are numerous enough to be able to introduce by means of their gains, many comforts into the small villages they come from. The discipline they have had to undergo on board the foreign vessels has, no doubt, rendered them less barbarous and impulsive in their actions, for many of them have served as sailors for years. The Swatow men always engage themselves for voyages of short duration, in order that, on their return, they may get their discharges and spend a few weeks at home before reshipment. The shipping, discharging, and reshipping of such men gave frequent employment to the assistant in this Consulate last year.

General Fang is not regarded with favour by the populace at large, and is generally accused of an undue love of money. He is credited with having last year been the cause of the execution of a well-known ex-compradore of a foreign firm, against whom charges of piracy and kidnapping some ten years ago, and of seizure of Government ground for building purposes, are said to have been trumped up, in order that, on the man's death, his extensive property might be confiscated. The General is, of course, as Chief Policeman of the district, the natural enemy of the evil-disposed, who would thus be prone to exaggerate his faults; but the better classes, too, have been apt to speak ill of him. Whatever his shortcomings may be, or have been, he has proved himself to be very capable of maintaining order. His influence over the civil

authorities is very great, and, rightly or wrongly, he is suspected of having privately instigated them to refuse assent to a bund scheme proposed by the foreign Consuls last year.

The Formosan question created no excitement here. Just before its settlement General Fang told me, on the occasion of a visit, that he had received orders to build two forts, one at Double Island, and the other on the sand-spit at Keelut, opposite the old fort on this side, which was to be repaired, whereby hostile Japanese vessels of war might receive cross-fires while passing. The fort at Keelut was commenced last year under contract, after the settlement of the Formosan difficulty, and is still being erected; but no works have been begun in the case of the other two.

General Fang proposed, I believe, at the time a scheme whereby the various villages in the district were to supply a number of armed men, part of whom were to be used as train-bands at home, and the remainder for coast defence service. The scheme caused much murmuring, and it eventually fell to the ground. The people in the country districts had, I am told, a belief that the expulsion of foreigners was one of its objects, if not the principal one. They were probably too ignorant to know against whom the defence was to be made.

Only one case of difficulty was brought to the notice of Her Majesty's Consul by the English missionaries stationed here, and that was promptly settled by the Ch'ao Yang Magistrate, to whom it was referred.

The authorities, I am sorry to state, did not during the year show much diligence or interest in questions of debt referred to them; and, notwithstanding frequent reminders of the existence of the cases, they remained inactive, and have continued to be so.

(Signed) A. FRATER, *Acting Consul*.

*Swatow, March 27, 1875.*

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## NINGPO.

*Report on the Trade of Ningpo for 1874.*

## SHIPPING.

FORTY-ONE vessels, with a capacity of 17,571 tons entered Ningpo, and forty-three cleared from the port, with a tonnage of 17,813. There is, consequently, as can be seen by reference to Table 7, a falling off of 779 tons, as compared with last year, in British shipping. But the actual amount of British tonnage running to and from Ningpo is no index of the amount of British trade, as nearly the whole of the imports and exports is conveyed to and from Shanghae by the Cosmopolitan Steam Navigation Company's steamers, flying the American flag, which ply regularly between the two ports, and represented a total tonnage during the year under review of 164,579 tons, as against 40,084 tons of all other nationalities, including the Chinese steamers managed by foreigners.

The following are the Returns annexed to this Report:—

No. 1. Comparative Table of the Principal Articles of Import from 1870 to 1874.

No. 2. Comparative Table of the Principal Articles of Export from 1870 to 1874.

No. 3. Foreign Imports to Ningpo during 1874.

No. 4. Native Imports to Ningpo during 1874.

No. 5. Exports at Ningpo during 1874.

No. 6. Shipping Return for 1874.

No. 7. Comparative Table of Tonnage from 1871 to 1874.

No. 8. Statement of Treasure Imported and Exported from and to all Ports.

No. 9. Gross and Net Value of the Trade of Ningpo from 1872 to 1874.

## IMPORTS.

The Returns for 1874 show a decrease in the import of all articles except lead, tin, Malwa opium, black pepper, rice, sugar, and a few other articles of Chinese production. Cotton and woollen goods show a decline, which may, however, be explained by the over import of the year before. There is an increase in Malwa, and a small decrease in the other kinds of opium. I shall notice this article separately. The other articles of the import list hardly concern foreigners, though conveyed in foreign steamers.

*Cotton and Woollen Goods.*—The decrease in the amount imported of these goods amounts to 54,641 pieces of cotton, and 9,460 of woollen fabrics. As I before said, the overstocking of the market during 1873 may have had something to do with the decline; but there is another and very serious cause at work which deserves more than ordinary notice. The entire trade has got into the hands of the piece-goods guild here, which is just as obstructive and non-expansive as the old Canton guilds were. Foreigners have certainly to thank themselves for the establishment of this formidable trade monopoly.

In former years, under the Transit Pass clause of the Treaty, foreigners enjoyed an advantage over the natives by being enabled to send cotton and



woollen fabrics into the interior, on payment of the Transit Tax, amounting to one-half of the import duty. The trade was pretty well divided between natives and foreigners, the former purchasing from the latter what they wanted, and getting it into the interior the best way they could. But foreigners, not content with their advantages, sold their names to Chinese holders; and, for some years, not a bale of manufactured goods went into the interior, except under foreign transit passes. After the extinction of the rebellion in this Province, the officials, by their ridiculous system of inland taxation, entirely prevented the trade from being carried on any other way. But as quiet times returned, and the prosperity of Chekiang revived, the Mandarins turned the tables on the foreigners, and have, by the system now established at the piece goods' guild, entirely prevented foreigners from having anything to do with the trade. The system is this. The guild pays to the Taotai two sums annually, one of 15,450,000 cash (equal to 14,500 dollars), and a further sum of 2,000 taels towards barrier expenses, in consideration of which they are allowed to impose a transit tax of—

|                           | Per Piece. |        |
|---------------------------|------------|--------|
|                           | Cash.      | Cents. |
| On grey shirtings .. .. . | 50         | = 5    |
| T-cloths .. .. .          | 35         | 3½     |
| Lustres .. .. .           | 12         | 1      |
| Woollens .. .. .          | 30         | 3      |
| Camlets .. .. .           | 25         | 2½     |

This sum is imposed in addition to the half duty duly paid to the Imperial Maritime Customs. A certificate, given by the guild when the goods go into the interior, clears them from all further taxes. To make the scheme clear by an example: The guild send an agent to Shanghai, to attend the auctions of Messrs. Thorne Brothers and Co., and purchase, say 100 bales shirtings, which duly arrive at Ningpo by steamer. Transit duty is paid at the Foreign Customs, and the further tax of 50 cash a piece into their own office. The goods are stamped, and go into the interior under a certificate, without any further charge. The guild agent at the custom-house gives information if any native has imported piece-good cargo on his own account, and he is at once called on to pay the guild tax, before his goods go forward.

Now the guild declines to have dealings of any sort with foreigners or their native agents. They refuse certificates to any goods in any way connected with non-Chinese traders. Should, say, a British merchant import grey shirtings for sale in the interior, he must go to the Customs and pay his half duty, and can convey his goods under the transit certificate then granted to Shaoshing, or any other place in the interior he likes. He is not molested, but the moment the goods are taken delivery of by a purchaser, the official runners, who are always on the watch, and are particularly well informed of all operations, compel the purchaser to pay at once a tax more than double in amount that charged by the guild on native ventures, and if he declines the goods are seized. This, of course, has entirely knocked the efforts of foreign traders on the head. None of them can sell a bale of goods here, except at a loss, and none now attempt it. It is needless to say that the amount I have mentioned above, paid to the authorities by the guild, is small compared with the actual receipts. I believe a bonus is returned from the surplus to contributors, but have no accurate information on the subject.

*Metals*, the import of which, as far as tin and lead are concerned shows an increase, are subject to no restrictions or extra tax. They are exempt from barrier dues on payment of the half duty; but there has been so much smuggling lately to evade even this, that it is more



than probable that a guild for the regulation of this trade will ere long be established, and, of course an extra tax will be imposed.

*Opium.*—An increase of 178 chests in the import of Malwa, and a decrease of 7 chests in Patna, and 72 chests in other sorts, will be seen on reference to the tables.

Malwa.—More than one-half is imported direct from Hong Kong, and the remainder from Shanghai. The chief dealers here are Fokienese and a few Ningpo men. The drug is sold by Canton sycee tael weight, which is 10 per cent. more than the Shanghai tael. The trade is almost entirely in the hands of foreigners, and the market is ruled entirely by Shanghai quotations. The local tax imposed immediately on its sale at this port is 39 Canton taels, of which sum 5 taels are returned to the importer, as a fee for allowing the opium guild officials free access to the premises of the vendor, and for giving such information as will prevent the possibility of smuggling. As soon as a steamer arrives, information is furnished from the Foreign Custom-house of the amount brought into port, and the name of the consignee, to whom the opium guild at once hand passes called Chao Piao, and he in return shows his Hong pass for the number of chests received. The opium can then be sold, and when the purchaser intends to clear his purchase he informs the tax-office, which sends its own boat with an employé, to whom the seller gives delivery with a tax-house pass for the amount. Each chest is then stamped with two seals, and the Taotai's certificate is pasted on its lid. The tax is paid by the seller on account of the buyer, and debited in his account. The drug is afterwards taken to the tax office jetty, where thirty-two passes are given to the owner for each chest, to enable him to divide it into parcels of 3 catties each for sending up country. No further tax is charged in Chekiang province, but at the frontier of Fokien a tax of 8 mace, and at Nganhui of 2 mace, is imposed on each packet. On the borders of Kiangsi there seems to be a commutation of taxes by the payment of a fixed rate of 24 taels per month by each establishment engaged in the traffic. The opium guild farm the inland tax from the authorities for an annual payment of 140,000 taels, and make very considerable profit. The Ningpo market supplies many of the neighbouring provinces, on account of the smallness of the inland tax. Fokien would be supplied naturally from Foochow, but 57 taels per chest is imposed there on the sale of the drug. A great deal of smuggling is carried on on the frontier between the two provinces to evade the tax of 8 mace per 3 catties, and it is nearly impossible to prevent it.

The consumption of opium during 1874 increased some 3 per cent. as compared with the former year, owing chiefly to the cheapness of the drug, which being 50 taels per chest less than in former years, gave smokers a chance of freer indulgence in their favourite narcotic.

Native Opium.—The increase in the growth of the poppy in Chekiang is very startling. The portion of the province lying between the 28th and 30th degrees of north latitude, and the 118th and 122nd of longitude, is given to its cultivation. In the Taichow district little else is grown on the plain; the cultivation of opium, however, admits of an after crop of rice. It is to be found close up to the walls of Ningpo, and in the gardens at the back of the foreign settlement. To the south of Nimrod Sound I am informed by the Rev. Mr. Galpin that the crop is so profitable that poppy growing is extending very largely both on the hills and plains, and the Rev. Mr. Moule informs me that the vast plain of the Sanpo district, on the shores of the Hangchow Bay, where three or four years ago the poppy was unknown, is now a vast and ever-extending opium farm. Of course the officials put out the usual proclamation prohibiting the growth, but the principal use of these, and all other Chinese pro-

hibitory proclamations, is to set clearly before the eyes of the people illegal courses which can be pursued in safety on payment of certain sums to the magisterial runners. The principal grower in the Hsiang shan district is a retired provincial Governor, and not a few officers on the active list are largely interested in the culture of the prohibited drug. The native drug yielded 300 chests last year, one-third of the crop having been destroyed by a hurricane in June, just before it was ready for picking. If no disaster happens this year, it is estimated that some 600 or 700 chests will be produced. The opening price was 1 dollar for 7 taels weight, but when the news of the destructive wind was known it went up to 1 dollar for 5 taels 8 mace, and at last to 1 dollar for 4 taels, equal to 400 dollars per picul, or 200 dollars cheaper than the foreign drug. Native opium is as yet very much inferior in strength, flavour, purity, and consistency to its foreign competitor. The want of the first two qualities is to be traced to lack of skill in the cultivation, the nature of the soil, and the exhausting process through which the soil is put in having to yield a crop of opium and a crop of rice during the same year. Purity is out of the question when the juice is largely adulterated with refuse of sugar, and other ingredients. Chinese dealers say that native opium is  $5\frac{1}{2}$  touch as compared with foreign, which is  $8\frac{1}{2}$ . The non-adhesive qualities of Chekiang opium are a serious drawback to its commercial activity. The manufacturers cannot make it into balls, for they are ignorant of the art of making the "skin," or some defect in the juice renders hardening impossible.

To remedy this great want the native produce is mixed with cheap foreign opium until it cakes; it is then packed and often sold as foreign drug. There is a tax of 6,000 cash, say 5 dollars, per picul on exportation from Ningpo, where the trade in native drug is in the hands of a wealthy Hong called Tai Sang.

I hope to be able to get much fuller information concerning the growth of opium in this Consular district next June, when the crop is ripening. It is entering more and more seriously into competition with the Indian produce each year, and the defects mentioned above, which now make it so inferior in value, will, I am convinced, soon be remedied. Nor need the hope be entertained that any official interference will put an end to the production. Any real attempt to stop it would throw the natives, mostly hardy mountaineers, and never well in hand, officially speaking, into open revolt. Now the Mandarins do what they think is their duty, and issue prohibitory edicts, which the people read, laugh at, and ignore.

#### EXPORTS.

According to the Customs Returns (Table No. 9), there is a falling off in the export trade of Ningpo to the net value of 235,943*l*., and this return does not include re-exports; but the productions and manufactures which go out of China show, excepting silk, a small increase. Raw cotton, some of which goes to England, has increased by 11,601 piculs, and green tea shows 2,213 piculs of export in excess of last year's quantity.

*Tea.*—The Pingsuey green teas include the produce of the great mountain range which runs from Ningpo in a north-westerly direction to the Ta-hoo Lake. The area of cultivation has been much extended of late years, but will probably diminish steadily as the growth of the poppy advances. The leaves are not picked until the plant is five years old, and the natives will hardly extend, if they do not diminish, the planting of tea on the lower hill slopes, while they can collect five crops of opium from the same land during the time they would have been waiting for

the maturity of the tea plant. The Sychow teas from the province of Nganhui reach Ningpo about one month after the Pingsuey. The opening prices for green teas in the producing districts for the season 1874-75 was 30 Mexican dollars per picul for first quality, 26 for second, and 21 for third; but as the market at Shanghae opened high, the country people increased prices to 34, 28, and 24 for the three qualities respectively. The country prices are settled in copper cash, which are converted into Mexican dollars on delivery at Ningpo. The Pingsuey teas are brought down in bags, and prepared for shipment at Ningpo; Fychows, on the other hand, are brought to the port already prepared. Tea is brought down from the country in native cargo boats, holding about 135 to 150 chests, equal to about  $8\frac{1}{2}$  tons measurement. The journey from the Pingsuey district does not exceed four days; from Fychow double that time. A tax of 8 m. 3 c. 4 c. (three-fourths of a tael) is imposed when the tea leaves the producing districts. It is then free to Ningpo, where it pays the export duty of 2.50 taels per picul. The cost of boat hire from the country to Ningpo is from 30 to 40 cents per picul, and from Ningpo to Shanghae per steamer  $2\frac{1}{2}$  dollars per ton of 40 feet. The price of labour on the tea farms is 200 cash per day for a man, and 85 for a woman, equal to 10*d.* and 4*d.* of our money. The native tea merchants made a profit of from 4 to 10 taels per picul on first crop teas in 1874, but lost considerably more on the second crop, in consequence of the depressing effect on the Shanghae market of the news of the bad state of the English and American markets. The total export of 154,242 piculs is about 1 per cent. in excess of 1873.

#### GENERAL REMARKS.

Ningpo stands fifth as regards exports and seventh in imports, among the Treaty Ports of China. As the port of distribution to nearly three enormous and wealthy provinces (for the heavy duties imposed on all foreign goods going into the interior from Kiukiang and Foochow cause the provinces of Fokien and Kiangsi to be partially supplied from Ningpo) it should stand higher. If trade in foreign cottons and woollens was unrestricted, the import list would never show a decrease, but, on the contrary, a large annual augmentation; for the Province has increased, and is still increasing, enormously, in both population and wealth since the rebellion, and the consumption of foreign fabrics ought to increase in a corresponding ratio. The chief obstacle to the expansion of foreign trade is the existence of the guilds. These committees of perfectly irresponsible men (for the authorities care not to meddle with them), by their restrictions and extortions confine each branch of trade to a limited few, who all combine against the foreigner. With enormous and ever-increasing power they are perfect aneurisms to the circulation of trade. Here the piece goods' guild prevents any foreigner from selling shirtings or woollens, by the adroit system of taxation recorded above. Nor can Consular interference touch the matter, for we can as yet get no tangible ground for action. The guild says truly, "We don't interfere with foreigners or their Treaty rights; they can if they like import piece goods, and convey them into the interior under transport certificate, and we in nowise molest them; and if in the interior they can find no purchaser at market rates, that is no affair of ours." But they forget to add that the native dealers in the interior have been duly warned that a double tax will be immediately inflicted if they buy goods from a foreigner, and sundry other penalties enforced, and that, in consequence, no purchaser can come forward. At Swatow, where I resided the greater part of last year, the general guild assume a much higher prerogative.

When a foreign house offends them, or will not do as they wish, they put it "into Coventry," and prevent anyone going near it until the merchant does as desired. The foreign merchants there all represent some insurance company, and the natives are not slow to avail themselves of the security against loss offered by these associations. The policies are all printed in English and Chinese, and the insurer is perfectly well versed in the general English rules under which risks are taken. But on two occasions, which came under my notice, where the insurance companies refused to pay losses on grounds perfectly recognized by English law, the guild compelled the foreign agents to pay all claims in full, by stopping trade with them until the money was forthcoming.

This same guild went a step further than this in one instance, and compelled the owners of the steamers running regularly between Hong Kong and the coast ports to Foochow to pay, on the wreck of one of their steamers, not only for goods which were, but also the value of those which were not, insured. This was easily effected by an order from the guild that no one was to ship or travel on the line until all the losses in the wrecked vessel had been made good.

Some four years ago the Shanghai opium guild, objecting to measures taken by Messrs. D. Sassoon Sons and Co., before the authorities, to obtain the arrest and punishment of one of their members who was a defaulter to a large amount, closed, to all intents and purposes, the firm for a month by allowing no one to go near it. These examples, which might doubtless be multiplied at other ports, prove that not only do these guilds exercise the pernicious influence inherent in all great monopolies, but that they ignore altogether the Article of the Treaty which directs that in all cases of dispute between foreigners and natives, or *vice versa*, the affair shall be equitably settled by the Consul and Taotai. They ignore, too, the existence of all constituted authorities, and in the exercise of a power entirely in opposition to the spirit of the Treaty, simply put before the foreigner the alternative of paying their demands or of being ruined. I make these remarks because the authority usurped by the guilds is fast assuming the obnoxious form of the old Canton Hong system, to suppress which required nothing less than war.

There are 108 foreigners resident at this port, including women and children; of these 67 are British subjects.

(Signed)

ROBERT JAMES FORREST,

*Acting Consul.*

*Ningpo, March 1, 1875.*



(Table No. 1.)—COMPARATIVE Table of the Principal Articles of Import at Ningpo, from 1870 to 1874.

|                               | 1870.   | 1871.   | 1872.   | 1873.   | 1874.   |
|-------------------------------|---------|---------|---------|---------|---------|
| Cotton piece goods . . pieces | 560,963 | 645,700 | 674,029 | 751,469 | 696,828 |
| Woollens . . . . .            | 45,706  | 47,796  | 40,591  | 41,025  | 31,565  |
| Metals—                       |         |         |         |         |         |
| Iron, nail rod . . piculs     | 23,589  | 27,873  | 23,729  | 29,043  | 23,283  |
| Lead . . . . .                | 10,535  | 9,448   | 11,752  | 10,096  | 12,032  |
| Tin . . . . .                 | 32,235  | 22,247  | 20,264  | 22,613  | 23,414  |
| Tin-plates . . . . .          | 1,357   | 483     | 338     | 362     | 277     |
| Opium—                        |         |         |         |         |         |
| Malwa . . . . .               | 4,569   | 5,117   | 6,283   | 7,111   | 7,289   |
| Patna . . . . .               | 401     | 354     | 276     | 339     | 332     |
| Other kinds . . . . .         | 113     | 68      | 100     | 174     | 102     |
| Pepper—                       |         |         |         |         |         |
| Black . . . . .               | 1,480   | 1,925   | 1,904   | 1,300   | 1,713   |
| White . . . . .               | 70      | 156     | 154     | 255     | 228     |
| Rice . . . . .                | 49,724  | 1,000   | 4,977   | 8,233   | 2,566   |
| Wood—                         |         |         |         |         |         |
| Ebony . . . . .               | 10,901  | ..      | 3,109   | 15,874  | 6,572   |
| Sandal . . . . .              | 3,181   | 1,593   | 464     | 978     | 860     |
| Sapan . . . . .               | 13,863  | 4,000   | 5,478   | 8,539   | 8,422   |
| Beans and peas . . . . .      | 2,859   | 9,211   | 20,627  | ..      | 2,696   |
| Fungus . . . . .              | 1,673   | 2,591   | 2,273   | 1,812   | 1,477   |
| Hemp . . . . .                | 6,344   | 6,399   | 9,104   | 6,856   | 4,169   |
| Lungngans, dried . . . . .    | 13,792  | 14,288  | 18,470  | 10,536  | 15,326  |
| Medicines . . . . .           | 14,383  | 18,697  | 21,861  | 27,461  | 28,843  |
| Oil, wood . . . . .           | 14,309  | 28,944  | 14,629  | 14,921  | 15,123  |
| Sugar—                        |         |         |         |         |         |
| Brown . . . . .               | 75,200  | 51,003  | 39,630  | 18,042  | 21,958  |
| White . . . . .               | 22,606  | 28,094  | 6,617   | 6,133   | 13,004  |
| Can ly . . . . .              | 7,572   | 8,320   | 6,088   | 7,671   | 7,831   |
| Tobacco, prepared . . . . .   | 4,863   | 4,650   | 4,536   | 4,456   | 4,047   |
| Wax, white . . . . .          | 902     | 815     | 1,147   | 561     | 693     |

(Signed)  
Ningpo, March 1, 1875.ROBERT JAMES FORREST,  
Acting Consul.

(Table No. 2.)—COMPARATIVE Table of the principal Articles of Export at Ningpo, from 1870 to 1874.

|                            | 1870.   | 1871.   | 1872.   | 1873.   | 1874.     |
|----------------------------|---------|---------|---------|---------|-----------|
| Copper cash . . . strings  | ..      | 41,154  | 84,120  | ..      | 36,015    |
| Cotton, raw . . . piculs   | 38,501  | 45,933  | 50,081  | 43,127  | 54,728    |
| Fans, paper . . . pieces   | 702,392 | 759,213 | 545,822 | 698,626 | 1,145,618 |
| Fish, cuttle . . . piculs  | 25,361  | 18,038  | 26,298  | 57,819  | 86,688    |
| Mats, straw . . . pieces   | 601,913 | 712,176 | 661,191 | 830,567 | 659,232   |
| Medicines . . . piculs     | 26,434  | 25,956  | 25,537  | 27,834  | 34,929    |
| Nankeens . . . . .         | 599     | 536     | 314     | 159     | 216       |
| Silk piece goods . . . . . | 163     | 135     | 108     | 144     | 163       |
| Silk, raw . . . . .        | 1,303   | 1,107   | 583     | 779     | 517       |
| Tea, green . . . . .       | 146,461 | 161,924 | 176,780 | 152,029 | 154,242   |
| Tobacco leaf . . . . .     | 598     | 568     | 2,285   | 2,408   | 407       |
| Wheat . . . . .            | 3,359   | 8,640   | 9,328   | 4,683   | 1,318     |

(Signed)  
Ningpo, March 1, 1875.ROBERT JAMES FORREST,  
Acting Consul.



(Table No. 3.)—FOREIGN IMPORTS at the Port of Ningpo, during the Year 1874.

|                              |    |    |         | Value.         |           |
|------------------------------|----|----|---------|----------------|-----------|
|                              |    |    |         | Haikwan taels. |           |
| Cotton piece goods           | .. | .. | pieces  | 696,822        | 1,292,076 |
| Handkerchiefs                | .. | .. | dozens  | 7,090          | 3,545     |
| Woollen goods                | .. | .. | pieces  | 31,565         | 302,079   |
| <b>Metals—</b>               |    |    |         |                |           |
| Copper                       | .. | .. | piculs  | 336            | 5,046     |
| Iron, bar                    | .. | .. | ..      | 4,163          | 8,328     |
| „ nail rod                   | .. | .. | ..      | 23,283         | 46,567    |
| „ wire                       | .. | .. | ..      | 946            | 6,623     |
| Lead                         | .. | .. | ..      | 12,032         | 54,147    |
| Quicksilver                  | .. | .. | ..      | 47             | 3,562     |
| Steel                        | .. | .. | ..      | 2,205          | 8,820     |
| Tin                          | .. | .. | ..      | 24,698         | 484,785   |
| Bêcho de mer, black          | .. | .. | ..      | 259            | 10,363    |
| „ white                      | .. | .. | ..      | 1,238          | 30,957    |
| Cardamoms                    | .. | .. | ..      | 114            | 7,999     |
| Coal                         | .. | .. | tons    | 1,713          | 13,704    |
| Ginseng, American            | .. | .. | piculs  | 71             | 15,776    |
| „ Japan                      | .. | .. | ..      | 146            | 43,941    |
| Indigo, liquid               | .. | .. | ..      | 1,409          | 11,273    |
| Mangrove bark                | .. | .. | ..      | 15,664         | 12,531    |
| Matches                      | .. | .. | gross   | 36,345         | 36,345    |
| Medicine                     | .. | .. | piculs  | 391            | 7,396     |
| Oil, kerosine                | .. | .. | gallons | 39,530         | 7,906     |
| <b>Opium—</b>                |    |    |         |                |           |
| Benares                      | .. | .. | piculs  | 97             | 39,862    |
| Malwa                        | .. | .. | ..      | 7,289          | 3,207,450 |
| Patna                        | .. | .. | ..      | 332            | 139,692   |
| Persian                      | .. | .. | ..      | 5              | 2,000     |
| Pepper                       | .. | .. | ..      | 1,940          | 20,331    |
| Rattans                      | .. | .. | ..      | 9,484          | 47,423    |
| Seaweed                      | .. | .. | ..      | 5,899          | 17,699    |
| Sugar                        | .. | .. | ..      | 12,738         | 40,709    |
| <b>Wood—</b>                 |    |    |         |                |           |
| Ebony                        | .. | .. | ..      | 6,572          | 23,004    |
| Sandal                       | .. | .. | ..      | 860            | 6,023     |
| Sapan                        | .. | .. | ..      | 8,421          | 16,843    |
| Drills, English              | .. | .. | pieces  | 13,944         | 41,832    |
| „ American                   | .. | .. | ..      | 5,810          | 17,430    |
| Sundries unenumerated        | .. | .. | ..      | ..             | 102,006   |
| Total value of foreign goods |    |    |         | ..             | 6,136,073 |

Equal, at 6s. 8d. per Haikwan tael to 2,045,357l. 13s. 4d.

(Signed)  
Ningpo, March 1, 1875.ROBERT JAMES FORREST,  
Acting Consul.

(Table No. 4.)—NATIVE IMPORTS at the Port of Ningpo, during the Year 1874.

|  |    |    |           |           | Value.         |
|--|----|----|-----------|-----------|----------------|
|  |    |    |           |           | Haikwan taels. |
| Almonds                                | .. | .. | .. piculs | 315       | 7,899          |
| Alum, green                            | .. | .. | .. "      | 3,798     | 11,395         |
| Bean cakes                             | .. | .. | .. "      | 15,933    | 7,967          |
| Buttons, brass                         | .. | .. | .. "      | 261       | 15,669         |
| Cardamoms                              | .. | .. | .. "      | 121       | 15,510         |
| China-root                             | .. | .. | .. "      | 2,905     | 23,246         |
| Dye stuff                              | .. | .. | .. "      | 1,367     | 16,983         |
| Fans, palm-leaf                        | .. | .. | .. pieces | 3,289,864 | 18,577         |
| Fire-crackers                          | .. | .. | .. piculs | 1,157     | 9,256          |
| Fungus                                 | .. | .. | .. "      | 1,476     | 29,538         |
| Gall nuts                              | .. | .. | .. "      | 1,118     | 7,828          |
| Glassware                              | .. | .. | .. "      | 588       | 8,825          |
| Hemp                                   | .. | .. | .. "      | 4,169     | 33,356         |
| Hides                                  | .. | .. | .. "      | 827       | 11,298         |
| Indigo                                 | .. | .. | .. "      | 875       | 13,377         |
| Lichens, dried                         | .. | .. | .. "      | 4,294     | 64,416         |
| Medicines                              | .. | .. | .. "      | 28,452    | 326,465        |
| Musk                                   | .. | .. | .. "      | 2         | 17,200         |
| Nuts, lotus                            | .. | .. | .. "      | 5,216     | 93,903         |
| Oil, wood                              | .. | .. | .. "      | 15,123    | 83,179         |
| Orange-peel                            | .. | .. | .. "      | 1,098     | 7,683          |
| Lungngans                              | .. | .. | .. "      | 15,955    | 130,167        |
| Parchment                              | .. | .. | .. "      | 515       | 10,472         |
| Preserves                              | .. | .. | .. "      | 604       | 7,249          |
| Rhubarb                                | .. | .. | .. "      | 396       | 7,935          |
| Silk piece goods                       | .. | .. | .. "      | 15        | 8,669          |
| .. ribbons                             | .. | .. | .. "      | 57        | 34,266         |
| Skin coats, sheep                      | .. | .. | .. pieces | 6,671     | 12,754         |
| Sugar                                  | .. | .. | .. piculs | 22,246    | 83,683         |
| .. candy                               | .. | .. | .. "      | 7,831     | 62,653         |
| Tobacco, leaf                          | .. | .. | .. "      | 2,620     | 23,582         |
| .. prepared                            | .. | .. | .. "      | 4,047     | 80,941         |
| Varnish                                | .. | .. | .. "      | 915       | 36,619         |
| Wax                                    | .. | .. | .. "      | 693       | 37,464         |
| Sundries unenumerated                  | .. | .. | .. "      | ..        | 199,440        |
| Total value of native produce imported |    |    |           |           | 1,559,464      |

Equal, at 6s. 8d. per Haikwan tael, to 519,821l. 6s. 8d.

(Signed)  
Ningpo, March 1, 1875.ROBERT JAMES FORREST,  
Acting Consul.

(Table No. 5.)—EXPORTS at the Port of Ningpo, during the Year 1874.

|                               |    |    |    |         | Value.         |           |
|-------------------------------|----|----|----|---------|----------------|-----------|
|                               |    |    |    |         | Haikwan taels. |           |
| Silk, raw                     | .. | .. | .. | piculs  | 517            | 191,412   |
| „ piece goods                 | .. | .. | .. | „       | 163            | 93,321    |
| Tea, green                    | .. | .. | .. | „       | 154,242        | 5,398,487 |
| „ leaf                        | .. | .. | .. | „       | 3,861          | 57,911    |
| Cotton, raw                   | .. | .. | .. | „       | 54,728         | 437,828   |
| Nankeen                       | .. | .. | .. | „       | 216            | 6,503     |
| Sundries—                     |    |    |    |         |                |           |
| Brassware                     | .. | .. | .. | „       | 299            | 7,472     |
| Cash, copper                  | .. | .. | .. | strings | 36,015         | 19,808    |
| Cuttle fish, dried            | .. | .. | .. | piculs  | 86,688         | 260,064   |
| Fans, paper                   | .. | .. | .. | pieces  | 1,145,618      | 80,193    |
| Fish glue                     | .. | .. | .. | piculs  | 426            | 14,712    |
| „ maws                        | .. | .. | .. | „       | 321            | 16,083    |
| Hams                          | .. | .. | .. | „       | 630            | 7,563     |
| Hats, straw                   | .. | .. | .. | pieces  | 2,614,400      | 25,997    |
| Joss stick powder             | .. | .. | .. | piculs  | 5,430          | 6,515     |
| Kittysols                     | .. | .. | .. | pieces  | 158,833        | 12,706    |
| Mats, straw                   | .. | .. | .. | „       | 659,232        | 65,922    |
| Medicine                      | .. | .. | .. | piculs  | 35,349         | 198,828   |
| Mussels, dried                | .. | .. | .. | „       | 708            | 8,501     |
| Samshoo                       | .. | .. | .. | „       | 6,256          | 12,513    |
| Wool                          | .. | .. | .. | „       | 831            | 6,651     |
| Sundries unenumerated         | .. | .. | .. | ..      |                | 110,780   |
| Total value of native produce |    |    |    |         |                |           |
| exported                      | .. | .. | .. | ..      |                | 7,039,770 |

|  |    |    |    |           |
|--|----|----|----|-----------|
|  |    |    |    | £         |
| Equal, at 6s. 8d. per Haikwan tael, to | .. | .. | .. | 2,346,590 |
| Deduct native re-exports               | .. | .. | .. | 8,642     |

Net value of exports of local origin . . . 2,337,948

(Signed) ROBERT JAMES FORREST,  
Ningpo, March 1, 1875. Acting Consul.

(Table No. 6.)—SHIPPING RETURN, 1874.

| Flag.     | Entered Inwards. |         |    |             |       |    | Cleared Outwards. |         |    |             |        |    | Total Entered and Cleared. |         |
|-----------|------------------|---------|----|-------------|-------|----|-------------------|---------|----|-------------|--------|----|----------------------------|---------|
|           | With Cargo.      |         |    | In Ballast. |       |    | With Cargo.       |         |    | In Ballast. |        |    | Total.                     |         |
|           |                  |         |    |             |       |    |                   |         |    |             |        |    |                            |         |
|           | No.              | Tons.   |    | No.         | Tons. |    | No.               | Tons.   |    | No.         | Tons.  |    | No.                        | Tons.   |
| British . | 30               | 13,111  | .. | 11          | 4,460 | .. | 36                | 14,296  | .. | 7           | 3,517  | .. | 43                         | 17,813  |
| American  | 222              | 161,408 | .. | 6           | 3,171 | .. | 218               | 158,487 | .. | 10          | 6,092  | .. | 228                        | 164,579 |
| German .  | 21               | 9,828   | .. | 1           | 89    | .. | 19                | 8,412   | .. | 3           | 1,505  | .. | 22                         | 9,917   |
| Swedish   | 3                | 948     | .. | ..          | ..    | .. | 3                 | 948     | .. | ..          | ..     | .. | 3                          | 948     |
| Chinese . | 146              | 11,392  | .. | 3           | 972   | .. | 148               | 11,706  | .. | 2           | 648    | .. | 150                        | 12,354  |
| Total ..  | 422              | 196,687 | .. | 21          | 8,692 | .. | 424               | 193,849 | .. | 22          | 11,762 | .. | 446                        | 205,611 |
|           |                  |         |    |             |       |    |                   |         |    |             |        |    | 889                        | 410,990 |

Ningpo, March 1, 1875.

(Signed)

ROBERT JAMES FORREST, Acting Consul.

(Table No. 7).—COMPARATIVE Table of Tonnage, from 1871 to 1874.

|          |    |    | 1871.   | 1872.   | 1873.   | 1874.   |
|----------|----|----|---------|---------|---------|---------|
|          |    |    | Tons.   | Tons.   | Tons.   | Tons.   |
| American | .. | .. | 153,731 | 168,058 | 170,351 | 164,579 |
| British  | .. | .. | 20,345  | 24,089  | 18,592  | 17,813  |
| Danish   | .. | .. | 628     | 584     | 383     | ..      |
| German   | .. | .. | 7,271   | 11,546  | 6,561   | 9,917   |
| Russian  | .. | .. | 372     | ..      | ..      | ..      |
| Chinese  | .. | .. | 7,514   | 7,902   | 17,972  | 12,354  |
| Total    | .. | .. | 189,861 | 212,179 | 213,859 | 204,663 |

(Signed) ROBERT JAMES FORREST,  
*Ningpo, March 1, 1875.* Acting Consul.

(Table No. 8).—TREASURE Imported and Exported from and to all Ports, in 1874.

|                        |    |    | £  | s.      | d.   |
|------------------------|----|----|----|---------|------|
| Imported from Shanghai | .. | .. | .. | 322,102 | 0 0  |
| Exported to Shanghai   | .. | .. | .. | 577,580 | 13 4 |

(Signed) ROBERT JAMES FORREST,  
*Ningpo, March 1, 1875.* Acting Consul.



(Table No. 9.)—Gross and Net values of the Trade of Ningpo, from 1872 to 1874.

|   | 1872.       |               | 1873.       |               | 1873.       |               |
|---|-------------|---------------|-------------|---------------|-------------|---------------|
|   | Net values. | Gross values. | Net values. | Gross values. | Net values. | Gross values. |
| <b>FOREIGN GOODS.</b>   |             |               |             |               |             |               |
| Imported from foreign countries and Hong Kong   | £           | £ 453,999     | £           | £ 661,448     | £           | £ 659,308     |
| Imported from Chinese ports   | ..          | 1,557,356     | ..          | 1,492,230     | ..          | 1,386,049     |
| Gross total foreign imports   | ..          | 2,011,355     | ..          | 2,153,678     | ..          | 2,045,357     |
| Re-exported to foreign countries, (chiefly to Hong Kong)  | ..          | 34            | ..          | 137           | ..          | 8             |
| Re-exported to Chinese ports, chiefly to Shanghai, Hankow, and Amoy   | ..          | 37,106        | ..          | 49,326        | ..          | 45,707        |
| Total foreign re-exports  | ..          | 37,140        | ..          | 49,463        | ..          | 45,715        |
| Net total foreign imports   | 1,974,215   | ..            | 2,104,215   | ..            | 1,999,642   | ..            |
| <b>NATIVE PRODUCE.</b>  |             |               |             |               |             |               |
| Imported chiefly from Shanghai, Hankow, Canton, and Amoy  | ..          | 567,385       | ..          | 557,336       | ..          | 519,821       |
| Re-exported to foreign countries  | ..          | 3,024         | ..          | ..            | ..          | ..            |
| Re-exported to Chinese ports  | ..          | 19,193        | ..          | 17,765        | ..          | 8,642         |
| Total native re-exports   | ..          | 22,217        | ..          | 17,765        | ..          | 8,642         |
| Net total native imports  | 545,163     | ..            | 539,571     | ..            | 511,179     | ..            |
| Native produce of local origin exported to foreign countries direct   | 4,014       | ..            | 978         | ..            | ..          | ..            |
| Ditto, exported to Chinese ports (chiefly to Shanghai, for foreign countries)   | 3,446,369   | ..            | 2,572,913   | ..            | 2,335,816   | ..            |
| Net total exports of local origin   | 3,450,383   | ..            | 2,573,891   | ..            | 2,337,948   | ..            |
| Gross total exports (including re-exports)  | ..          | 3,509,740     | ..          | 2,641,119     | ..          | 2,392,305     |
| Gross value of the trade of the port  | ..          | 6,088,480     | ..          | 5,352,133     | ..          | 4,957,483     |
| Net value of the trade of the port, (i.e., foreign and native imports, less the re-exports and exports of local origin) | 5,969,766   | ..            | 5,217,677   | ..            | 4,848,769   | ..            |

Ningpo, March 1, 1875.

(Signed)

ROBERT JAMES FORREST, Acting Consul.

## CANTON.

*Report on the Foreign Trade of Canton for the Year 1874.*

THE following Returns are annexed to this Report:—

1. Table showing Direct Trade.
2.   "       "       Indirect Trade.
3.   "       "       Shipping Trade.
4.   "       "       Exports of Tea.
5.   "       "       Exports of Sugar.
6.   "       "       Exports of Silk.
7.   "       "       Trade in Treasure.
8.   "       "       Opium Imports.
9.   "       "       Shipping of all Nations.
10.   "       "       Comparative Value of Trade from 1861 to 1874.
11.   "       "       Exports.
12.   "       "       Imports.

Trade at the Port of Canton during the past year, 1874, has not been satisfactory, the returns showing a decrease both in quantities and values, as a comparison of the latter will show. In 1873 the total value of foreign trade, with the exception of specie, was 5,404,268*l.*, and in 1874 4,610,470*l.*, showing a diminution to the amount of 793,798*l.* sterling. This may be attributed to various causes which are gradually working a change in the import branch of the trade, the export remaining on a par with the previous year, 1873, with an increase in tea of 1,825,502 lbs., but a decrease in silk of 1,836 lbs. To the former, therefore, may be placed the falling off, and it appears prominently in the article of raw cotton, the import of which, in 1873, amounted to 166,383 piculs, of the value of 1,747,130*l.*, and in 1874 to 5,127 piculs, of the value of 51,272*l.*, showing a diminished import in 1874 of 161,256 piculs in quantity, and 1,695,858*l.* in value.

As regards the import trade, it has been remarked in previous Reports that it has almost, if not wholly, passed into the hands of the Chinese traders, such being a natural result from the position of the port and the facilities of communication with the British Colony of Hong Kong by a navigable river. The native traders, of course, go there and purchase what goods they require and import them themselves, chiefly in junks, the tariff for which is said to be more favourable for native than for foreign vessels, or, at all events, the payment of duties is generally a matter of arrangement, and therefore finds favour with the Chinese, who prefer shipping their goods in native craft to shipping them in the foreign steamers, in which case they would have to go through the foreign Custom-house, and a more troublesome process than exists in the native one. To something of this kind the falling off in the import of cotton may be attributed. The probability is that quite as much has been imported in 1874 as in 1873, only it went another way, and as these Returns represent only what has passed through the Foreign Custom-house, it consequently does not appear, and I have to repeat, as I have often before pointed out, that they do not represent the trade of Canton in foreign goods imported, or in native produce exported, for there is a

large and important junk trade between this and Hong Kong. It is impossible to say what these vessels bring in or take out, but that it is large both in quantity and value is very certain. Of the general trade of the port in its foreign aspect there is but little to be said—tea and silk are its staples. The market for the former, at home, has seldom shown such depression, and the most ruinous results to importers were anticipated; but still export went on, showing, as the result of the year's transactions, an increase instead of a decrease in the quantities exported. How this came about, and why the ruinous results predicted did not show themselves, those only in the trade can know, and any suggestions of mine would probably be far from the mark. It is certain, however, that competition in the markets here, and over-supply in those at home, have had a disastrous effect on the China trade, not but that the demand and supply will continue, but business will be worked at the lowest scale of profits, if any, and large mercantile establishments will cease to exist.

For this there is no help; the trade, which formerly was in comparatively few hands, is now divided among the many. Capital, which some years since was necessary to carry on a business, is now not required, the banks affording all facilities by advances on shipments which look like security. The consequence is, that capital is placed at a disadvantage, prices are raised, and the profits go into the pockets of the Chinese. What remedy, however, can be found for such an unsound state of affairs it is difficult to say; for as long as banks will advance on shipments to within a narrow margin, and the consignees have to realize as soon as the produce reaches home to meet the drafts, no matter what is the state of the market, anything like a return to better things seems hopeless. Indeed, such appears to be the general feeling in the trade, and such the reason for the desire of seeing China opened in its entirety, as affording a prospect of new fields for enterprise; but it little matters, for unless a sounder basis is established, the same suicidal policy will prevail in the new as in the old pastures, and the banks will be the arbiters of the China trade, and nothing can prevent it.

*Tea.*—The trade of Canton, at least, the foreign portion of it, is comprised in so small a compass that little can be said about it without repeating the contents of previous Reports; but I may observe that the stir made in the home market about spurious teas has had its effect upon this, and the quality offered during the last season has been better and more free from the mixture of extraneous matter than heretofore. It is difficult to know on whom to lay the blame for importing some of the rubbish that went forward as tea, and perhaps, now that an improvement has taken place, no good purpose will be served by inquiring. One thing, however, is certain, that a good price may occasionally be obtained for a bad article; but in the long run it does not answer to place it on the market, for no people are better judges of tea than consumers; and if they can't get it good at a moderate price, they use less of it, and consequently the deliveries exceed the clearances, and, the market becoming overstocked, prices fall. But the importation of spurious or doctored teas is an exception and not a rule; many of the teas that go forward are true, and yet arrive in bad condition, owing to hasty preparation and insufficient manipulation, or, what is frequently the case, because fired only to be in condition on arrival, and therefore to be sold without reserve, and as soon as possible. It cannot be said there is anything objectionable in this. Formerly, before the Suez Canal was in existence, teas had to be highly fired to stand the long voyage round the Cape, and might be kept for months after arrival without deterioration. Now time and distance being abridged by steamers and Canal, they are not required to be so highly dried; but then they will not keep. Hence, sometimes,

a musty flavour, and the necessity for an immediate sale, with the chances of too much being thrown on the market at once.

*Silk.*—The quality of the silk of the past season has been much on the average, or may be said to be a shade lower. Purchasers have looked more closely to the packing, or have insisted that all losses of weight *en route* to England above a certain amount, should be made good by the seller, and this has had the effect of preventing the silk being watered, to add to its weight, a very easy process, for silk rapidly absorbs moisture, and even a damp day will affect it. Indeed, the practice complained of regarding the two staples, tea and silk, may be said to have almost died out. The fluctuations of the home market have been very embarrassing to importers, and the quotations at times so low as to compel them to hold over, on the chance of a rise, and to send forward no more than it was probable it would take, and hence the falling off of about 1,036 lbs. as compared with the export of 1873.

*Sugar.*—The export of sugar is below that of the previous year 1873 by 49,069 piculs. It is difficult to account for this, unless that the Refinery at Hong Kong, which usually takes a large quantity of the Canton produce, has not been in full work during the year.

*Opium.*—Opium shows a slight increase over the importation of the past year by 60 piculs in Malwa, and 89 in Patna; but much more than this comes into the Province, either through the native Custom-houses or by smuggling. How much it is impossible to say; for Hong Kong, where it is landed, being a free port, no record is kept of what comes in or what goes out; but, taking an average of the past ten years, the amount of opium imported into the Colony is almost at par, thus showing that the increase, if any there be, is very slow, and by no means supports the assertions of philanthropists at home that it is gradually sapping the life of the Empire. The truth is, it is a stimulant of harmless character when used, as it generally is, moderately; and to those much exposed to the weather, such as boat people, it is a necessity. That its use may be abused is probable; but excess carries with it, among the Chinese, the same amount of moral degradation as inebriety does with us.

*Cotton.*—The large decrease in the quantity of raw cotton imported, 161,256 piculs, may be accounted for by reason of its having been conveyed from Hong Kong in junks, and it therefore did not pass through the foreign Custom-house as usual. For some reason or other great inducements were held out to the dealers by the native Customs' officials to ship it in junks, and this was responded to, and almost the whole came up in that way. The foreign company who own the two river steamers complained of the proceeding and the loss of freight, but it was difficult to prove any complicity on the part of the authorities, and even had it been possible, they had a right to encourage the trade in native bottoms, so nothing could be done in the matter.

As regards the future prospects of the port much depends upon circumstances; but as there seems a firm determination on the part of foreign purchasers to reject both tea and silk which have been doctored in any way, and the teamen are finding it to their interests to stop such proceedings in the country, there is every chance of Canton holding its own in the home markets. The Canton tea has many of the finer qualities of those produced in the Foochow districts; and necessarily so, as they are grown upon the range on which the best Foochow sorts are gathered. They have, however, a distinct position in the market, and fell in estimation solely through the malpractices of the growers; but these being corrected, there is no reason why they should not receive their former favour, and increase in export.

There seems to be a general impression that the native are cutting



the foreign merchants out in the China trade. Unquestionably the former have of late years made rapid advances, and are doing for themselves much that they formerly did through foreign firms; but it will be long before they get the export business into their hands. Combination they perfectly understand and practice, but it is local and conservative, and inapplicable to operations in foreign markets, and without an apprenticeship to the business of such they would fail to succeed. They are quite aware of this, but as yet lack the enterprise to obtain the necessary experience, or what is more probable, do not see their way sufficiently well to venture upon unknown ground; but that they will do so sooner or later, may fairly be assumed, if the past few years prove anything. While on this subject I may quote from an article which appeared lately in one of the Hong Kong newspapers: "When the Colony (Hong Kong) was in its infancy, Chinese traders there were content with what gain they could get from the leavings of foreign enterprise. To-day, whilst every foreign firm is complaining of dulness and stagnation of trade, Chinese trade is flourishing, and there is actually more capital in the hands of natives now than there ever was in the hands of our merchant princes." It is true this language applied to the Colony of Hong Kong, but it applies equally to the ports in China where the same process is going on. I do not, however, infer from this that the Chinese will absorb the trade of the Empire; they have much to learn before that time arrives, and if it does arrive, it will be the fault of the foreigners. There is room and plenty for all in China, and foreign enterprise will always find place in it; but if great care is not exercised, the results of that enterprise will benefit the Chinese and not the foreigners; and it is to this our merchants have to look. Competition has ruined the past; let them see that it does not ruin the future.

(Signed)

B. ROBERTSON.

*Canton, April 9, 1874.*

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## No. 2.—(B.) INDIRECT TRADE (Coast or River Trade). Imports and Exports.

| General Imports,<br>in British and<br>Foreign Vessels. | General Exports,<br>in British and<br>Foreign Vessels. | Total General<br>Imports and Exports,<br>in British and<br>Foreign Vessels. | Imports<br>in British Vessels,<br>as distinguished from<br>Foreign. | Exports<br>in British Vessels,<br>as distinguished from<br>Foreign. | Total Imports and<br>Exports in British<br>Vessels, as<br>distinguished from<br>Foreign. | Remarks. |
|--|--|---|---|---|--|----------|
| £<br>1,085,850   | £<br>961,509   | £<br>2,047,359  | £<br>775,463  | £<br>550,554  | £<br>1,326,017   |          |

*Treasure.*

|   |              |        |              |
|---|--------------|--------|--------------|
| Imported in British vessels   | £            | £      | £            |
| Imported in foreign vessels   | .. }<br>.. } | 8,880  | .. }<br>.. } |
| Total ..  | .. }<br>.. } | 8,880  | .. }<br>.. } |
| Total treasure imported and exported in British and foreign vessels | .. }<br>.. } | 8,880  | .. }<br>.. } |
|   | .. }<br>.. } | £8,880 | .. }<br>.. } |

*British Consulate, Canton, March 31, 1875.*

(Signed) B. ROBERTSON, Consul.

## No. 3.—(C.) SHIPPING RETURN of the Port of Canton for the Year 1874.

## BRITISH.

| ENTERED.           |          |                 |                 | CLEARED.           |          |                 |                 | TOTAL ENTERED AND CLEARED. |          |                 |                 |
|--------------------|----------|-----------------|-----------------|--------------------|----------|-----------------|-----------------|----------------------------|----------|-----------------|-----------------|
| Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels.         | Tonnage. | Number of Crew. | Value of Cargo. |
| 693                | 294,632  | No return       | £ 1,671,956     | 691                | 293,199  | No return       | £ 4,057,615     | 1,384                      | 587,831  | No return       | £ 5,729,571     |

## FOREIGN.

| ENTERED.           |          |                 |                 | CLEARED.           |          |                 |                 | TOTAL ENTERED AND CLEARED. |          |                 |                 |
|--------------------|----------|-----------------|-----------------|--------------------|----------|-----------------|-----------------|----------------------------|----------|-----------------|-----------------|
| Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels.         | Tonnage. | Number of Crew. | Value of Cargo. |
| 98                 | 50,801   | No return       | £ 313,746       | 102                | 53,870   | No return       | £ 614,511       | 200                        | 104,671  | No return       | £ 928,257       |

British Consulate, Canton, March 31, 1875.

(Signed) B. ROBERTSON, Consul

(No. 4.)—EXPORT of Tea (including Re-export) for the Year ended December 31, 1874.

| Destination.            | Congou.    | Souchong. | Orange Pekoe. | Scented Capers. | Oolong. | Pouchong. | Pekoe.  | Total Black. | Young Hyson. | Hyson.  | Hyson-skin. | Twankay. | Imperial. | Gun-powder. | Total Green. |
|-------------------------|------------|-----------|---------------|-----------------|---------|-----------|---------|--------------|--------------|---------|-------------|----------|-----------|-------------|--------------|
|                         | Pic. c.    | Pic. c.   | Pic. c.       | Pic. c.         | Pic. c. | Pic. c.   | Pic. c. | Pic. c.      | Pic. c.      | Pic. c. | Pic. c.     | Pic. c.  | Pic. c.   | Pic. c.     | Pic. c.      |
| Great Britain...        | 475 20     | 144 10    | 7,323 53      | 23,918 12       | 22 50   | 84 93     | ...     | 31,968 41    | ...          | 15 00   | ...         | ...      | ...       | 246 70      | 201 70       |
| America ...             | 2 70       | ...       | ...           | ...             | ...     | ...       | ...     | 1,668 95     | ...          | ...     | ...         | ...      | ...       | ...         | ...          |
| Continent of Europe ... | 1 90       | 0 25      | ...           | ...             | ...     | ...       | ...     | 2 15         | ...          | ...     | ...         | ...      | ...       | ...         | ...          |
| South America ...       | 653 63     | 0 75      | ...           | ...             | ...     | ...       | ...     | 661 87       | ...          | ...     | ...         | ...      | ...       | 68 15       | 68 15        |
| India ...               | 22 40      | 60 00     | 83 60         | ...             | ...     | ...       | ...     | 226 20       | ...          | ...     | ...         | ...      | ...       | 52 52       | 52 52        |
| Hong Kong ...           | 6,180 00   | 3,814 44  | 13,038 61     | 39,250 64       | 52 30   | 2,010 76  | 8 73    | 64,423 48    | 249 79       | 41 73   | ...         | ...      | 24 00     | 1,121 43    | 1,800 94     |
| Tee-chow ...            | ...        | ...       | 77 25         | 47 25           | ...     | ...       | ...     | 124 80       | ...          | ...     | ...         | ...      | ...       | ...         | ...          |
| Shanghai ...            | 1 08       | ...       | 0 80          | ...             | ...     | ...       | ...     | 3 93         | ...          | ...     | ...         | ...      | ...       | ...         | ...          |
| Ningpo ...              | 3 60       | 3 60      | 232 80        | ...             | ...     | ...       | ...     | 43 30        | ...          | ...     | ...         | ...      | ...       | ...         | ...          |
| Tien-tsin ...           | 0 11       | ...       | ...           | ...             | ...     | ...       | ...     | 232 91       | ...          | ...     | ...         | ...      | ...       | ...         | ...          |
|                         | 7,340 61   | 4,023 14  | 20,755 69     | 63,263 89       | 104 80  | 3,857 39  | 8 73    | 99,354 75    | 249 79       | 429 73  | ...         | ...      | 24 00     | 1,488 79    | 2,192 31     |
| Destination.            | Black.     |           |               |                 |         |           |         | Green.       | Green.       |         |             |          |           |             |              |
|                         | Lbs.       | Lbs.      | Lbs.          | Lbs.            | Lbs.    | Lbs.      | Lbs.    |              | Lbs.         | Lbs.    | Lbs.        | Lbs.     | Lbs.      | Lbs.        | Lbs.         |
| Great Britain ...       | 4,262,455  | ...       | ...           | ...             | ...     | ...       | ...     | 34,893       | ...          | ...     | ...         | ...      | ...       | ...         | ...          |
| America ...             | 232,597    | ...       | ...           | ...             | ...     | ...       | ...     | 9,087        | ...          | ...     | ...         | ...      | ...       | ...         | ...          |
| Continent of Europe ... | 287        | ...       | ...           | ...             | ...     | ...       | ...     | 7,003        | ...          | ...     | ...         | ...      | ...       | ...         | ...          |
| South America ...       | 88,210     | ...       | ...           | ...             | ...     | ...       | ...     | 241,325      | ...          | ...     | ...         | ...      | ...       | ...         | ...          |
| India ...               | 30,160     | ...       | ...           | ...             | ...     | ...       | ...     | ...          | ...          | ...     | ...         | ...      | ...       | ...         | ...          |
| Hong Kong ...           | 8,590,084  | ...       | ...           | ...             | ...     | ...       | ...     | ...          | ...          | ...     | ...         | ...      | ...       | ...         | ...          |
| Tee-chow ...            | 16,600     | ...       | ...           | ...             | ...     | ...       | ...     | ...          | ...          | ...     | ...         | ...      | ...       | ...         | ...          |
| Shanghai ...            | 284        | ...       | ...           | ...             | ...     | ...       | ...     | ...          | ...          | ...     | ...         | ...      | ...       | ...         | ...          |
| Ningpo ...              | 5,640      | ...       | ...           | ...             | ...     | ...       | ...     | ...          | ...          | ...     | ...         | ...      | ...       | ...         | ...          |
| Tien-tsin ...           | 31,054     | ...       | ...           | ...             | ...     | ...       | ...     | ...          | ...          | ...     | ...         | ...      | ...       | ...         | ...          |
| Total                   | 13,247,300 | ...       | ...           | ...             | ...     | ...       | ...     | 292,308      | ...          | ...     | ...         | ...      | ...       | ...         | ...          |

British Consulate, Canton, March 31, 1875.

(Signed)

B. ROBERTSON, Consul.

## (No. 5.)—EXPORT of Sugar for the Year ended December 31, 1874.

| Destination.    | Brown.  |    | White. |    | Candy. |    | Total.  |    |
|-----------------|---------|----|--------|----|--------|----|---------|----|
|                 | Pic.    | c. | Pic.   | c. | Pic.   | c. | Pic.    | c. |
| Hong Kong .. .. | 29,920  | 01 | 3,246  | 52 | 31     | 99 | 33,198  | 52 |
| Shanghai .. ..  | 26,981  | 06 | 3,190  | 64 | 1,128  | 87 | 31,300  | 57 |
| Hankow .. ..    | 67,328  | 51 | 23,607 | 35 | 4,540  | 18 | 95,476  | 04 |
| Ningpo .. ..    | 233     | 70 | 8,528  | 68 | ..     | .. | 8,762   | 38 |
| Tien-tsin .. .. | 14,299  | 72 | 9,068  | 50 | 8,040  | 98 | 31,409  | 21 |
| Chefoo .. ..    | 584     | 25 | ..     | .. | 636    | 02 | 1,220   | 27 |
| Newchwang .. .. | 811     | 64 | 141    | 36 | 40     | 68 | 993     | 68 |
| Total .. ..     | 140,159 | 89 | 47,783 | 06 | 14,418 | 72 | 202,360 | 67 |

(Signed) B. ROBERTSON, *Consul.**British Consulate, Canton, March 31, 1875.*

## (No. 6.)—EXPORT of Silk for the Year ended December 31, 1874.

| Destination.           | Raw.   |    | Thrown. | Total. | Refuse. |       | Wild Raw. | Cocoon. |
|------------------------|--------|----|---------|--------|---------|-------|-----------|---------|
|                        | Pic.   | c. |         |        | Pic.    | c.    |           |         |
| Great Britain .. ..    | 262    | 57 | ..      | 262    | 2,987   | 68    | 474       | 75      |
| America .. ..          | 88     | 63 | ..      | 88     | ..      | ..    | ..        | ..      |
| India .. ..            | 877    | 85 | 2 00    | 879    | 9 75    | 1,219 | 00        | 0 20    |
| Singapore and Straits  | 18     | 50 | ..      | 18     | ..      | ..    | ..        | ..      |
| Continent of Europe .. | 5      | 63 | ..      | 5      | ..      | ..    | ..        | ..      |
| Hong Kong .. ..        | 11,625 | 99 | 166     | 11,692 | 85      | 1,306 | 71        | 4,695   |
| Shanghai .. ..         | 0      | 10 | ..      | 0      | 10      | ..    | ..        | ..      |
| Hankow .. ..           | 0      | 85 | ..      | 0      | 85      | ..    | ..        | ..      |
| Tien-tsin .. ..        | 0      | 15 | 0 16    | 0      | 31      | ..    | ..        | ..      |
| Total .. ..            | 12,780 | 27 | 169     | 12,919 | 29      | 4,304 | 14        | 6,889   |
|                        |        |    |         |        |         |       | 55        | 781     |

(Signed) B. ROBERTSON, *Consul.**British Consulate, Canton, March 31, 1875.*

## (No. 7.)—TREASURE and Copper Cash Imported and Exported from and to all Ports.

| Ports.          | IMPORTS. |         |           |                                      | EXPORTS. |        |           |                                      |
|-----------------|----------|---------|-----------|--------------------------------------|----------|--------|-----------|--------------------------------------|
|                 | Cash.    |         | Treasure. | Total of<br>Treasure<br>and<br>Cash. | Cash.    |        | Treasure. | Total of<br>Treasure<br>and<br>Cash. |
|                 | Piculs.  | Value.  |           |                                      | Piculs.  | Value. |           |                                      |
| Shanghai .. ..  | 2,864    | £ 8,168 | ..        | £ 8,168                              | ..       | ..     | ..        | ..                                   |
| Hankow .. ..    | 244      | 712     | ..        | 712                                  | ..       | ..     | ..        | ..                                   |
| Hong Kong .. .. | 1,387    | 3,965   | 720,033   | 723,998                              | ..       | ..     | 330,919   | 330,919                              |
| Total .. ..     | 4,495    | 12,845  | 720,033   | 723,878                              | ..       | ..     | 330,919   | 330,919                              |

(Signed) B. ROBERTSON, *Consul.**British Consulate, Canton, March 31, 1875.*



## (No. 8.)—IMPORTS of Opium during the Year ended December 31, 1874.

|         |    |    |    |    |    | Pic. | c. |
|---------|----|----|----|----|----|------|----|
| Malwa   | .. | .. | .. | .. | .. | 632  | 33 |
| Patna   | .. | .. | .. | .. | .. | 340  | 79 |
| Total.. | .. | .. | .. | .. | .. | 973  | 12 |

(Signed)

B. ROBERTSON, *Consul.**British Consulate, Canton, March 31, 1875.*

## (No. 9.)—SHIPPING. Part 1, 1874.

| Flag.                         | Vessels Entered and Cleared. |         |
|-------------------------------|------------------------------|---------|
|                               | No.                          | Tons.   |
| American .. .. .              | 14                           | 8,566   |
| British .. .. .               | 1,384                        | 587,831 |
| Danish .. .. .                | 15                           | 7,113   |
| Dutch .. .. .                 | 4                            | 1,156   |
| French .. .. .                | 8                            | 4,880   |
| German .. .. .                | 129                          | 62,034  |
| Peruvian .. .. .              | 4                            | 4,448   |
| Swedish and Norwegian .. .. . | 4                            | 1,118   |
| Chinese .. .. .               | 22                           | 15,356  |
|                               | 1,584                        | 692,502 |

(Signed)

B. ROBERTSON, *Consul.**British Consulate, Canton, March 31, 1875.*

## (No. 10.)—ANNUAL VALUE of the Trade with each Country for the Year 1874.

| Countries.                    | Imported from. | Exported to. | Total.     |
|-------------------------------|----------------|--------------|------------|
|                               | Taels.         | Taels.       | Taels.     |
| Great Britain .. .. .         | ..             | 1,477,624    | 1,477,624  |
| Continent of Europe .. .. .   | ..             | 199,667      | 199,667    |
| America .. .. .               | ..             | 682,922      | 682,922    |
| South America .. .. .         | ..             | 48,579       | 48,579     |
| India .. .. .                 | ..             | 582,167      | 582,167    |
| Singapore and Straits .. .. . | 4,447          | 17,498       | 21,945     |
| Hong Kong .. .. .             | 3,145,032      | 9,978,704    | 13,123,736 |
| Total .. .. .                 | 3,149,479      | 12,987,161   | 16,136,640 |
|                               | £899,851       | £3,710,619   | £4,610,470 |

(Signed)

B. ROBERTSON, *Consul.**British Consulate, Canton, March 31, 1875.*

(No. 11.)—COMPARATIVE STATEMENT of the Value of Trade and Amount of Duty for the Years 1861 to 1874 inclusive.

|               | Total Value<br>of Imports. | Total Value<br>of Exports. | Total Value.    | Total Amount<br>of Duties in<br>Haikwan Taels. |
|---------------|----------------------------|----------------------------|-----------------|--|
| For the year— | Dollars.                   | Dollars.                   | Dollars.        | T. m. c. c.                                    |
| 1861 ..       | 12,977,353                 | 15,811,512                 | 28,788,865      | 1,230,296 3 3 4                                |
| 1862 ..       | 10,580,928                 | 17,742,590                 | 28,323,518      | 1,089,308 4 7 0                                |
| 1863 ..       | 9,505,285                  | 16,083,062                 | 25,588,347      | 926,315 0 3 0                                  |
| 1864 .. (A)   | 8,192,795                  | 13,659,177                 | 21,851,972      | 727,889 7 4 2                                  |
| 1865 .. (B)   | 10,556,602                 | 18,054,557                 | 28,611,159      | 843,892 4 0 0                                  |
| 1866 .. (C)   | 14,171,101                 | 18,832,622                 | 33,003,723      | 889,479 1 0 5                                  |
| 1867 .. (D)   | 14,090,581                 | 18,403,154                 | 32,493,735      | 934,774 6 7 7                                  |
| 1868 .. (E)   | 12,991,266                 | 18,491,156                 | 31,482,422      | 866,269 2 8 1                                  |
| 1869 .. (F)   | 11,487,679                 | 20,010,626                 | 31,498,305      | 869,958 5 3 2                                  |
| 1870 .. (G)   | 12,053,394                 | 19,857,543                 | 31,910,937      | 822,066 1 1 0                                  |
| 1871 .. (H)   | 15,661,889                 | 23,612,439                 | 39,274,328      | 1,013,491 9 8 3                                |
| 1872 .. (I)   | 16,802,553                 | 25,691,712                 | 42,494,265      | 1,057,799 0 9 3                                |
|               | Shanghai Taels.            | Shanghai Taels.            | Shanghai Taels. |  |
| 1873 .. (J)   | 9,843,819                  | 16,156,437                 | 26,900,256      | 942,387 5 9 0                                  |
| 1874 .. (K)   | 9,499,447                  | 16,640,525                 | 26,139,972      | 914,552 0 5 2                                  |

|                                   | Dollars.  |
|-----------------------------------|-----------|
| (A.) Also Treasure imported .. .. | 2,828,045 |
| (B.) .. ..                        | 3,421,114 |
| (C.) .. ..                        | 5,873,035 |
| (D.) .. ..                        | 2,325,373 |
| (E.) .. ..                        | 3,919,485 |
| (F.) .. ..                        | 5,127,163 |
| (G.) .. ..                        | 2,717,205 |
| (H.) .. ..                        | 4,086,879 |
| (I.) .. ..                        | 5,248,984 |
| (J.) .. ..                        | 4,167,598 |
| (K.) .. ..                        | 3,360,152 |

(Signed) B. ROBERTSON, *Consul.*

*British Consulate, Canton, March 31, 1875.*

(Table 12.)—ANNUAL Returns, 1874.

## (Part I.)—Exports and Native Re-exports.

|  |        | 1873.      |            | 1874.       |            |
|--|--------|------------|------------|-------------|------------|
|  |        | Quantity.  | Value.     | Quantity.   | Value.     |
| Silk—  |        |            | Taels.     |             | Taels.     |
| Raw and thrown ... ..  | piculs | 13,782 75  | 5,503,654  | 12,948 03   | 5,176,533  |
| Refuse ... ..  | "      | 5,514 95   | 330,897    | 4,304 14    | 258,248    |
| Coarse and wild ... ..   | "      | 7,288 20   | 510,040    | 6,389 35    | 447,255    |
| Cocoons ... ..   | "      | 2,235 70   | 156,499    | 781 35      | 54,693     |
| Piece goods ... ..   | "      | 4,050 67   | 1,741,789  | 4,726 02    | 2,126,623  |
| Manufactured goods, unclassified   | "      | 605 11     | 211,437    | 590 26      | 216,913    |
| Silk-worm's eggs ... ..  | "      | ...        | ...        | ...         | ...        |
| Tea—   |        |            |            |             |            |
| Black ... ..   | "      | 81,069 95  | 1,450,258  | 98,953 00   | 2,176,968  |
| Green ... ..   | "      | 6,708 17   | 101,523    | 2,192 31    | 43,846     |
| Brick ... ..   | "      | ...        | ...        | ...         | ...        |
| Dust ... ..  | "      | ...        | ...        | 3 00        | 15         |
| Bags of all kinds ... ..   | pieces | 505        | 23         | 2,600       | 54         |
| Bamboo of all kinds, and ware  | value  | ...        | 74,211     | ...         | 50,311     |
| Cassia lignea ... ..   | piculs | 51,697 47  | 620,249    | 54,268 82   | 542,689    |
| Camphor ... ..   | "      | ...        | ...        | ...         | ...        |
| China-ware, earthenware, and pottery   | "      | 5,988 58   | 138,235    | 4,343 45    | 102,662    |
| Coals ... ..   | "      | ...        | ...        | ...         | ...        |
| Clothing, Chinese boots and shoes  | value  | ...        | 156,147    | ...         | 186,936    |
| Cotton, raw ... ..   | piculs | 1 82       | 29         | 3 60        | 58         |
| " seed ... ..  | "      | ...        | ...        | ...         | ...        |
| " waste ... ..   | "      | ...        | ...        | ...         | ...        |
| Curios ... ..  | value  | ...        | 5,700      | ...         | 5,473      |
| Dyes, colours, and paints  | "      | 41 63      | 390        | 238 10      | 1,326      |
| Fans, of all kinds ... ..  | pieces | 1,491,279  | 36,351     | 2,475,495   | 56,332     |
| Fish ... ..  | piculs | 63 31      | 892        | 68 26       | 723        |
| Fire-crackers ... ..   | "      | 21,746 05  | 152,224    | 28,121 47   | 196,920    |
| Flour ... ..   | "      | 58 81      | 134        | 4 95        | 16         |
| Fruits, of all kinds ... ..  | "      | 702 83     | 1,581      | 953 49      | 2,302      |
| Fungus ... ..  | "      | 0 67       | 13         | 6 75        | 135        |
| Grains and pulse ... ..  | "      | ...        | ...        | ...         | ...        |
| Glassware, bangles, &c. ... ..   | "      | 6,746 01   | 201,398    | 6,399 91    | 191,870    |
| Grass cloth ... ..   | "      | 314 91     | 20,896     | 262 33      | 19,064     |
| Hair, of all kinds ... ..  | "      | 525 57     | 17,640     | 835 07      | 26,404     |
| Hemp, rope, and twine ... ..   | "      | 55 86      | 887        | 26 88       | 404        |
| Hides of all kinds ... ..  | "      | ...        | ...        | ...         | ...        |
| Hoofs ... ..   | "      | ...        | ...        | ...         | ...        |
| Horns ... ..   | value  | ...        | 5,497      | ...         | 4,753      |
| Indigo ... ..  | piculs | 175 80     | 5,610      | 283 60      | 7,362      |
| Lung-gans ... ..   | "      | 16 12      | 98         | 1,229 71    | 5,202      |
| Mats and matting ... ..  | pieces | 138,413    | 363,679    | 184,920     | 395,350    |
| Medicine ... ..  | piculs | 864 93     | 10,353     | 1,664 65    | 11,104     |
| Metals, manufactured, unclassified, as knives, cutlery, brassware, copperware, iron, tin, and pewterware | value  | ...        | 60,556     | ...         | 85,683     |
| Metals, unmanufactured, unclassified   | "      | ...        | ...        | ...         | ...        |
| Musk ... ..  | piculs | 1 66       | 8,800      | 0 76        | 8,800      |
| Naukreens ... ..   | "      | 650 80     | 39,045     | 822 72      | 49,363     |
| Nutgalls ... ..  | "      | 1,034 30   | 8,274      | 725 00      | 6,800      |
| Oil of all kinds ... ..  | "      | 3 50       | 2,339      | 34 38       | 2,516      |
| Paper, of all kinds, and paperware, books, tin foil, brass foil ... ..                                   | "      | 2,178 28   | 38,217     | 1,838 55    | 81,504     |
| Preserves ... ..   | "      | 10,455 87  | 83,644     | 12,239 42   | 97,916     |
| Provisions and vegetables ... ..   | "      | 833 58     | 3,838      | 1,244 70    | 3,526      |
| Rattans and rattanware ... ..  | "      | 606 02     | 4,250      | 577 83      | 4,024      |
| Rhubarb ... ..   | "      | 685 27     | 23,984     | 173 85      | 5,216      |
| Safflower ... ..   | "      | ...        | ...        | ...         | ...        |
| Skins of all kinds ... ..  | pieces | 1,107      | 2,335      | 322 -       | 383        |
| Straw braid ... ..   | piculs | 681 48     | 12,614     | 212 61      | 2,763      |
| Sugar, white ... ..  | "      | 6,268 40   | 15,671     | 3,246 52    | 16,233     |
| " brown ... ..   | "      | 397 08     | 2,779      | 29,920 01   | 77,793     |
| " candy ... ..   | "      | 3,524 15   | 17,631     | 31 99       | 208        |
| Tobacco ... ..   | "      | 766 62     | 8,132      | 754 40      | 9,626      |
| Vermicelli and macaroni ... ..   | "      | 0 98       | 6          | 2 19        | 13         |
| Wax ... ..   | "      | 0 60       | 24         | ...         | ...        |
| Wool ... ..  | "      | ...        | ...        | ...         | ...        |
| Sundries, unenumerated ... ..  | value  | ...        | 272,619    | ...         | 283,302    |
| Total value ... ..   |        | ...        | 12,431,646 | ...         | 12,987,161 |
|  | Taels  | at 5s. 8d. | £3,522,299 | at 5s. 7½d. | £3,710,619 |
| Increase for 1874 ... ..   |        | ...        | ...        | ...         | £188,320   |

(Signed)

B. ROBERTSON, Consul.

Canton, March 31, 1875.

## ANNUAL Returns, 1874. Part 1.—Imports.

| Description of Goods.  | 1873.     |           | 1874.     |           |
|--|-----------|-----------|-----------|-----------|
|  | Quantity. | Value.    | Quantity. | Value.    |
| Opium—   |           | Taels.    |           | Taels.    |
| Mulwa ... .. piculs  | 572 16    | 273,636   | 632 33    | 280,872   |
| Patna ... .. "   | 251 66    | 98,146    | 340 79    | 153,436   |
| Benares ... .. "   | ...       | ...       | ...       | ...       |
| Other kinds ... .. "   | ...       | ...       | ...       | ...       |
| Opium, Total ... .. "  | 823 82    | 371,782   | 973 12    | 444,308   |
| Cotton Goods—  |           |           |           |           |
| Shirtings, grey, plain ... .. pieces   | 85,511    | 153,920   | 73,562    | 132,412   |
| " white ... .. "   | 69,421    | 144,165   | 78,008    | 156,016   |
| " figured ... .. "   | 205       | 410       | 1,594     | 3,348     |
| " dyed, plain ... .. "   | 1,839     | 5,056     | 748       | 2,057     |
| " figured ... .. "   | 3,133     | 9,389     | 3,958     | 10,886    |
| T-Cloths ... .. "  | 70,966    | 95,803    | 68,403    | 88,925    |
| Drills, English, Dutch, American ... .. "  | 6,504     | 20,335    | 6,983     | 18,640    |
| Sheetings ... .. "   | ...       | ...       | ...       | ...       |
| Jeans and twills ... .. "  | ...       | ...       | ...       | ...       |
| Clintzes, furniture, and cotton prints... .. "   | 11,508    | 15,335    | 13,423    | 18,792    |
| Turkey red cloths and cambrics ... .. "  | ...       | ...       | ...       | ...       |
| Damasks, dyed ... .. "   | 438       | 2,015     | 614       | 2,763     |
| Velvets, velveteens, and fustians ... .. "   | 3,490     | 27,550    | 3,456     | 26,386    |
| Jaconets, cambrics, lawns, and muslins ... .. "  | 8,326     | 10,507    | 8,514     | 10,643    |
| Domestics, grey ... .. "   | ...       | ...       | ...       | ...       |
| Handkerchiefs ... .. doz.  | 40,109    | 20,053    | 39,632    | 19,916    |
| Cotton goods, unclassified ... .. pieces   | 560       | 1,737     | 285       | 624       |
| Cotton yarn and thread ... .. piculs   | 33,284 10 | 2,496,396 | 18,942 20 | 663,013   |
| Cotton Goods, Total ... .. value   | ...       | 3,002,581 | ...       | 1,156,421 |
| Woollen Goods—   |           |           |           |           |
| Alpaca ... .. pieces   | ...       | ...       | ...       | ...       |
| Blankets ... .. pairs  | 3,744     | 11,932    | 2,118     | 6,354     |
| Bombazettes ... .. pieces  | 6,107     | 56,749    | 6,153     | 43,071    |
| Buntings ... .. "  | 2         | 8         | 2         | 6         |
| Camlets, English ... .. "  | 2,476     | 37,140    | 2,953     | 44,295    |
| " Dutch ... .. "   | 378       | 6,426     | 342       | 5,472     |
| " imitation ... .. "   | 281       | 2,248     | 65        | 520       |
| Cloth, broad, medium, and habit ... .. "   | 5,770     | 69,240    | 4,108     | 49,296    |
| Spanish stripes ... .. "   | 3,857     | 38,570    | 5,998     | 59,980    |
| Russian cloth ... .. "   | ...       | ...       | ...       | ...       |
| Flannels ... .. "  | 622       | 7,464     | 632       | 7,596     |
| Lastings ... .. "  | 2,740     | 31,509    | 3,328     | 39,936    |
| " crape ... .. "   | ...       | ...       | ...       | ...       |
| " imitation ... .. "   | ...       | ...       | ...       | ...       |
| Long cloths ... .. "   | 2,969     | 17,517    | ...       | ...       |
| Lustres and Orleans, plain and figured ... .. "  | ...       | ...       | ...       | ...       |
| Woollen goods, unclassified ... .. "   | ...       | ...       | ...       | ...       |
| Woollen Goods, Total ... .. value  | ...       | 278,103   | ...       | 271,379   |
| Miscellaneous Piece Goods—   |           |           |           |           |
| Woollen and cotton mixtures ... .. pieces  | 256       | 4,364     | 579       | 11,580    |
| " silk mixtures ... .. "   | ...       | ...       | ...       | ...       |
| Linen goods ... .. "   | 19        | 57        | 37        | 111       |
| Canvas ... .. bolts  | 19        | 95        | ...       | ...       |
| Miscellaneous Piece Goods, Total... .. value   | ...       | 5,016     | ...       | 11,691    |
| Metals—  |           |           |           |           |
| Copper, bar and rod ... .. piculs  | ...       | ...       | ...       | ...       |
| " sheet and nails, and Muntz metal ... .. "  | 120 93    | 2,053     | 574 45    | 9,753     |
| " old... .. "  | ...       | ...       | ...       | ...       |
| " ore and unmanufactured ... .. "  | ...       | ...       | ...       | ...       |
| " wire ... .. "  | ...       | ...       | ...       | ...       |
| " manufactured and ware, unclassified ... .. "   | ...       | ...       | ...       | ...       |
| Iron, nail rod ... .. "  | 633 98    | 1,743     | 4,018 37  | 12,056    |
| " bar ... .. "   | 49 74     | 136       | 991 24    | 2,973     |
| " hoop ... .. "  | ...       | ...       | ...       | ...       |
| " pig and kentledge ... .. "   | ...       | ...       | ...       | ...       |
| " ware and manufactured, unclassified ... .. "   | 26 36     | 163       | 96 63     | 785       |
| " unmanufactured, unclassified ... .. "  | 63        | 1         | ...       | ...       |
| Lead, in pigs ... .. "   | 23,233 04 | 162,942   | 33,841 03 | 166,125   |
| " tea and sheet ... .. "   | ...       | ...       | 6 23      | 82        |
| Quicksilver... .. "  | 731 55    | 64,382    | 1,077 74  | 129,329   |
| Spelter and zinc ... .. "  | ...       | ...       | 991 90    | 14,879    |
| Steel ... .. "   | 12 45     | 47        | 149 87    | 525       |
| Tin, in slabs ... .. "   | 218 65    | 6,122     | 625 52    | 15,639    |
| " plates ... .. "  | 167 81    | 531       | 683 32    | 3,298     |
| Manufactured, unclassified, as hardware, brass-ware, brass buttons, steel-ware, tin-ware, cutlery ... .. value | ...       | 153       | ...       | ...       |
| Metals, Total ... .. "   | ...       | 238,273   | ...       | 375,394   |

| Description of Goods.           | 1873.      |                  | 1874.       |                  |
|---------------------------------|------------|------------------|-------------|------------------|
|                                 | Quantity.  | Value.<br>Taels. | Quantity.   | Value.<br>Taels. |
| Sundries—                       |            |                  |             |                  |
| Sugar, brown                    | piculs     | ...              | ...         | ...              |
| "    white                      | ...        | ...              | ...         | ...              |
| Betelnuts                       | ...        | 170 97           | 428         | 399              |
| Birds' nests                    | ...        | 136 68           | 70,965      | 68,111           |
| Bicho de mtr                    | ...        | 512 61           | 11,701      | 12,877           |
| Cloves and spices               | ...        | 14 29            | 288         | 749              |
| Coals                           | tons       | ...              | ...         | ...              |
| Cotton, raw                     | piculs     | 166,883 81       | 1,747,130   | 51,272           |
| Fish, dry and salt...           | ...        | 151 48           | 4,754       | 64,288           |
| Flint stones                    | ...        | ...              | ...         | 299              |
| Ginseng                         | ...        | 683 64           | 323,594     | 48,732           |
| Grain and pulse                 | ...        | ...              | ...         | ...              |
| Indigo                          | ...        | ...              | ...         | ...              |
| Isinglass                       | ...        | ...              | ...         | 103              |
| Matches                         | gross      | 2,551            | 1,110       | 1,340            |
| Mangrove bark                   | piculs     | ...              | ...         | 538              |
| Needles                         | mille      | 3,100            | 866         | 36               |
| Oil                             | piculs     | 85 16            | 1,004       | 2,040            |
| Paints                          | ...        | 495 10           | 5,748       | 3,761            |
| Pepper, black and white         | ...        | 114 99           | 1,447       | 2,313            |
| Rattans                         | ...        | ...              | ...         | 698              |
| Rice...                         | ...        | 886 00           | 975         | 55               |
| Seaweed and agar-agar           | ...        | 167 99           | 503         | 3,354            |
| Sandal wood                     | ...        | ...              | ...         | 28               |
| Sapan wood                      | ...        | ...              | ...         | 40               |
| Wood, other sorts, unclassified | ...        | ...              | 14          | 581              |
| Shell-fish, awabi, shrimps, &c. | ...        | 717 63           | 11,243      | 30,621           |
| Silk, raw                       | ...        | 411 31           | 156,297     | 77,839           |
| "    manufactured               | ...        | ...              | ...         | ...              |
| Tea, Japan                      | ...        | ...              | ...         | ...              |
| Timber, of all kinds            | value      | ...              | 4,330       | 11,686           |
| Window glass                    | boxes      | 10               | 85          | 2,464            |
| Wax, vegetable tallow           | piculs     | ...              | ...         | 1,108            |
| Sundries, unenumerated...       | value      | ...              | 404,160     | 505,070          |
| Sundries, Total                 | ...        | 2,746,492        | ...         | 890,286          |
| Grand Total                     | ...        | 6,642,247        | ...         | 3,149,479        |
| Taels                           | at 5s. 8d. | £1,861,969       | at 5s. 7½d. | £899,851         |

## SUMMARY.

|                               | 1874.     |  | 1873.     |  |
|-------------------------------|-----------|--|-----------|--|
|                               | £         |  | £         |  |
| Trade from Hong Kong .....    | 869,851   |  | 1,181,969 |  |
| Ditto from Treaty ports ..... | 907,113   |  | 907,113   |  |
| Total .....                   | 1,985,701 |  | 2,789,082 |  |
| Trade from Hong Kong—         |           |  | £         |  |
| Decrease under 1873 .....     |           |  | 983,118   |  |
| Trade from other ports —      |           |  |           |  |
| Increase over 1872 .....      |           |  | 178,737   |  |
| Net decrease for 1874 .....   |           |  | 803,381   |  |

(Signed)

B. ROBERTSON, Consul.

British Consulate, Canton, May 1, 1875.



## KEWKIANG.

*Report on the Trade of Kewkiang for the Year 1874.*

## TRADE AND COMMERCE.

*Imports and Exports.*—The trade of Kewkiang continues to increase steadily, as it has done for the last four years. The total value of the trade of 1874 was 13,854,666 taels, equal 4,156,400*l.*, against 12,113,415 taels, equal 4,037,805*l.* in 1873, making an increase of 1,741,251 taels. In sterling the increase does not seem so great, but only because the exchange this year is taken at 6*s.*, instead of, as previously, at 6*s.* 8*d.* nominal. The receipts at the native Custom-house again show an increase of over 3,000*l.* The increased trade of 1874 over 1873 is observable in nearly every article imported, but especially in the following :—

|                                  | 1873.     | 1874.     |
|----------------------------------|-----------|-----------|
| Malwa .. .. lbs. ..              | 315,400   | 385,280   |
| Grey shirtings .. .. pieces ..   | 197,349   | 233,788   |
| T-cloths .. .. " ..              | 119,158   | 130,394   |
| Drills .. .. " ..                | 33,188    | 42,950    |
| Handkerchiefs .. .. dozen ..     | 19,586    | 22,791    |
| Camlets, English .. .. pieces .. | 7,801     | 9,472     |
| Lead, pig .. .. lbs. ..          | 1,709,066 | 2,087,333 |
| Mangrove-bark .. .. " ..         | 78,000    | 394,266   |
| Pepper, black .. .. " ..         | 528,266   | 866,133   |
| Seaweed .. .. " ..               | 5,750,400 | 7,137,466 |

A decrease is observed in sugar, long-ells, sandal-wood, seaweed, and tin slabs have increased in amount, but decreased in value, while cuttle-fish has decreased in amount but increased in value.

Of the various causes of the temporary obscuration of this port, which has now nearly passed, the obstructiveness of officials is the greatest. So much so is this the case, that Chinkiang and Ningpo, shut off as they are from this province by considerable ranges of mountains, are yet able to compete successfully in the import of piece goods with the provincial port, and actually to lay down goods within the district of Kewkiang itself. This being the case with such heavy articles as cotton and woollen goods, it was natural to expect that the much lighter and more valuable article of opium would also tend to enter the province by those routes where official exactions were least. Two roads readily presented themselves; one, the well-known route by the head waters of the Canton river and the Meiling Pass, by which the greater part of the tea intended for foreign export used to pass down to Canton; the other, the route by Swatow and the River Han.

By both these routes Kiangsi has been largely supplied with opium. Of late years heavy taxation at Canton has forced a large portion to enter by way of Shihlung. The amount, however, cannot be ascertained, as the native Custom-houses neither have nor give information, nor would it be trustworthy if obtained.

Still more recently the provincial Government of Kwangtung, having more nearly equalized the rates chargeable on opium at the Treaty and non-Treaty ports, Swatow has, in consequence, risen in importance as an

opium port. From being ninth in the list taking foreign opium, she has risen to be third, and of this large import a great proportion reaches Kiangsi. It is, indeed, probable that this great increase of importation at Swatow is apparent rather than real, being counterbalanced by a proportionate decrease at Shihlung and other native ports. This, however, is a point which does not enter into my field.

It may be accepted as a fact that no opium is grown in this Province or in the south of China. Attempts to introduce the cultivation of the poppy having proved hitherto unremunerative, Kiangsi is thus, more than the northern ports, and even Hankow, dependent on the foreign supply, and could we obtain trustworthy reports from native Custom-houses in the Kwangtung Province, the consumption of Kiangsi could be gauged with much accuracy.

The improved facilities recently offered for trade at this port have not been without effect on the opium market, and the importation has been slowly but steadily increasing. The better arrangements of foreigners have enabled them to take an increased portion of the trade into their hands, and so improve materially the position of the port. During the first nine months of the year the importation of Malwa opium amounted to 2,296 chests, against 1,789 during the corresponding period of 1873, and 1,527 of 1872. In the face of the fact that native opium is largely consumed at Hankow, these figures are very expressive.

The natural conclusion to be drawn seems to be that the Indian opium, when fairly placed against native, is able to hold its own. On the other hand, the Chinese Government, while nominally forbidding the cultivation of the poppy, has actually, by the obstacles which it places in the way of imported drug, been placing a premium on its home production. At many ports differential taxes have been established in favour of native opium, a course of action which cannot be passed over without comment, when studying the question of the opium trade. Were we to believe in the honesty of its assertions, we should see a paternal Government employing its influence to prevent the introduction and spread of opium smoking; but in reality, what presents itself to the close observer is an elaborate system of protection with the result that every province of the north and west is now practically independent of the foreign market.

The increase in grey shirtings and T-cloths is due to direct importation; direct, that is to say, in so far as they are immediately destined hither, though transhipped at Shanghai into the river steamers.

The increase in tea is remarkable, as will be seen by the following Table:—

|            |    |    |    | 1873.      | 1874.      | Increase.   |
|------------|----|----|----|------------|------------|-------------|
|            |    |    |    | Lbs.       | Lbs.       | Lbs.        |
| Tea, black | .. | .. | .. | 19,912,240 | 22,201,543 | + 2,289,303 |
| „ green    | .. | .. | .. | 9,275,727  | 9,720,512  | + 444,785   |
| „ brick    | .. | .. | .. | 741,396    | 93,479     | — 647,917   |
| „ leaf     | .. | .. | .. | 95,968     | 89,399     | — 6,569     |
| „ dust     | .. | .. | .. | 74,879     | 628,129    | + 553,241   |
|            |    |    |    | 30,100,210 | 32,733,053 | + 2,632,843 |

The exportation of tea dust has risen to such an extent that it may almost be looked upon as a new item of the trade, and will be found to increase in importance. This year direct shipment of tea for England began again, and will, it is expected, be repeated and extended this coming season.

The tea crop this year has been of unexampled excellence, and the prices which the finest kinds of black tea have realized in the home markets have exceeded those of any previous year.

The packing of tea at the port itself this year instead of in the country is also a new feature of importance.

The market prices of shirtings which have prevailed in Kewkiang during 1874 have been fully up to those obtained in Shanghai, whilst lead has fetched very much higher rates here than in that port. Woollen goods also have been quoted considerably higher than in Hankow.

*Operation of Tariff.*—Now that direct importation of piece goods has begun, it is very desirable that the import duties should be levied on them here instead as now at Shanghai. They are necessarily transhipped at the latter port from the ocean into the river vessels just as tea is carried hence by the river to the ocean steamers. But while purchasers of tea here and at Hankow pay all duties on the spot, and transship through the steamer companies without further trouble or expense, direct importers of foreign goods are obliged to be at the expense of having agents, and providing money at Shanghai, for the simple object of paying the import duty, as the transshipment is still made by the steamer companies. It would be a great convenience therefore both to this port and Hankow if goods destined for the river paid duty on landing at their port of destination passing through Shanghai under bond. This would entail no more trouble or expense to the Custom-houses at either port, but rather less.

The amount of foreign goods sent into the interior of this and the adjacent provinces of Ganhwui and Fuhkien has increased this year; 224,388 pieces of cotton piece goods, and 23,027 woollen having been so sent, against 161,792 and 18,908 in 1873. The comparison of the transit dues collected in 1873 and 1874 gives, however, the best test of the trade. 140,508 taels in 1873, and 15,516 taels in 1874, show that the improvement is but slight.

In merchandize, determined by weight, the transit passes have been little used from fear of false weights and confiscation at the barriers. 140,266 lbs. of lead were, however, sent away under transit by foreigners, and this one item constitutes the whole of the share taken by foreigners in the transit trade. Besides this, 2,005,886 lbs. of brown sugar, and 1,515,200 lbs. of white, sent by Chinese, form near the sum of the use made of this privilege which might, under other circumstances, be so important to both producers and consumers.

#### SHIPPING AND NAVIGATION.

The chief feature to be remarked under this head is the establishment of a Chinese Steam Company under powerful official protection and assisted by a valuable Government subsidy. The steamers work under the same regulations as those of foreigners, and are restricted to the same waters. During the past year, owing to their small and inefficient fleet, and to the employment of several of their vessels to transport troops to Formosa when war with Japan was probable, they have interfered but little with the foreign companies, and might have done so still less had no notice been taken of them. And until the Chinese Company places on the river an entirely new fleet of boats, it will be able to offer no serious opposition to the established companies. Even then its very existence depends on the uncertain breath of official favour, and one of those sudden changes which so frequently occur in this country may overthrow its party and leave it helpless. But the protection and favour, as long as they exist, are all-powerful both in driving business into its

hands and providing it with funds, and consequently competition is more than useless against it. I am told that the Company does not wish to compete for public favour, though it is prepared to do so, and the independence and the superior business arrangements which the foreign companies undoubtedly possess must be, in my opinion, their source of strength and hope of ultimate success. I referred in my report of last year to a channel of the river near this port which requires to be buoyed each winter season. With the Consular Agent of the United States, I represented the necessity to the Superintendent of Customs, and requested him to render by these means the winter navigation more safe; but up to the present moment, after more than a year had elapsed, I have not obtained any definite reply. The question is, however, an important one and demands greater attention, but until strict orders are received from Peking itself nothing will be done towards making the channel safer. Its unmarked state was the cause of a collision between a steamer and a salt junk, and led to litigation, discussions, and a reference to Her Majesty's Minister at Peking, which it were better to avoid when possible, as in this case.

#### POPULATION AND INDUSTRIES.

A large number of emigrants from the Province of Hupei passed by here during the year to take possession of unoccupied land around Nankin, offered them by the authorities there. The land so occupied pay taxes employed for the maintenance of the army. The native authorities can give, however, no information as to their numbers or districts of emigration.

#### GENERAL REMARKS.

The renovation of this port, to which I have pointed in my reports of the last two years, has at length assumed a more substantial form. An English and a Russian firm are establishing here: several firms in Shanghai have determined to send agents here during the season and buy tea instead of at Hankow, whither formerly Kewkiang tea was sent for sale, there being no market here: land and house property has risen incredibly in value, and house accommodation is much wanted. Nothing is needed now for the permanent success of Kewking and its trade, but prudence on the part of those trading here and untiring efforts to realize the privileges granted them by Treaty, though refused by the provincial Government.

(Signed) WALTER ED. KING, *Vice-Consul*.  
*Kewkiang, April 15, 1875.*

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## RETURN of the Imports at the Port Kewkiang, in the Year 1874.

## (Part I.)—Foreign Imports from other Ports in China.

|  | Quantity.                     |                               | Value.         |                |
|--|-------------------------------|-------------------------------|----------------|----------------|
|  | Foreign Weights and Measures. | English Weights and Measures. | Foreign Money. | English Money. |
| Opium, Malwa ... ..  | piculs 2,889 60               | lbs. 285,180                  | Tael 1,253,931 | £ 376,179 6 0  |
| " Patna ... ..   | " 15 60                       | " 2,080                       | " 6,360        | " 1,908 0 0    |
| Shirtings—   |                               |                               |                |                |
| Grey, plain ... ..   | pieces 233,788                |                               | 441,741        | 132,522 6 0    |
| White ... ..   | " 9,669                       |                               | 19,884         | 5,965 4 0      |
| " figured, brocaded, spotted                                   | " 348                         |                               | 700            | 210 0 0        |
| Dyed, plain ... ..   | " 50                          |                               | 150            | 45 0 0         |
| " figured, brocaded, spotted                                   | " 300                         |                               | 870            | 261 0 0        |
| Dyed brocades ... ..   | " 3,949                       |                               | 11,960         | 3,588 0 0      |
| T-cloths ... ..  | " 30,394                      |                               | 208,251        | 62,475 6 0     |
| Drills ... ..  | " 42,950                      |                               | 111,015        | 33,304 10 0    |
| Jeans ... ..   | " 1,630                       |                               | 5,035          | 1,510 10 0     |
| Chintzes ... ..  | " 7,369                       |                               | 13,261         | 3,978 6 0      |
| Turkey red cloth   | " 498                         |                               | 1,050          | 315 0 0        |
| Velvets and velveteens   | " 4,644                       |                               | 35,568         | 10,670 8 0     |
| Dimities ... ..  | " 800                         |                               | 1,305          | 391 10 0       |
| Handkerchiefs ... ..   | dozens 22,791                 |                               | 16,669         | 5,000 14 0     |
| Umbrellas, cotton  | " 3,162                       |                               | 1,697          | 509 2 0        |
| Unclassed cotton goods   | pieces 140                    |                               | 180            | 54 0 0         |
| Cotton yarn ... ..   | piculs 219 00                 | lbs. 292                      | 7,627          | 2,288 2 0      |
| Camlets, English   | pieces 9,472                  |                               | 140,360        | 42,108 0 0     |
| " Dutch ... ..   | " 380                         |                               | 8,597          | 2,579 2 0      |
| Cloth, broad and medium  | " 2,663                       |                               | 68,561         | 20,568 6 0     |
| Spanish stripes  | " 6,909                       |                               | 86,407         | 25,922 2 0     |
| Russian cloth  | " 100                         |                               | 2,670          | 801 0 0        |
| Lastings   | " 3,543                       |                               | 38,140         | 11,442 0 0     |
| Long ells  | " 16,062                      |                               | 99,970         | 29,991 0 0     |
| Lustres, plain crape, figured Martaban crape, and China crapes | pieces 7,803                  |                               | 32,239         | 9,671 14 0     |
| Woollen and cotton mixture                                     | " 166                         |                               | 1,936          | 580 16 0       |
| Woollen goods, unclassified                                    | " 143                         |                               | 555            | 169 10 0       |
| Iron wire  | piculs 1,037 96               | lbs. 138,395                  | 8,603          | 2,580 18 0     |
| Lead, in pigs  | " 13,654 80                   | " 2,087,307                   | 93,003         | 27,900 18 0    |
| Tin slabs  | " 7,820 15                    | " 1,042,687                   | 188,426        | 56,527 16 0    |
| Bicho di mër   | " 458 08                      | " 61,077                      | 14,345         | 4,322 10 0     |
| Dyes and colours   | bottles 7,860                 |                               | 2,076          | 622 16 0       |
| Birds' nests   | piculs 2 30                   | " 307                         | 1,549          | 464 14 0       |
| Fans   | pcs. 1,575,260                |                               | 10,774         | 3,332 4 0      |
| Cuttle-fish  | piculs 672 23                 | " 89,644                      | 7,159          | 2,147 14 0     |
| Shell-fish   | " 197 64                      | " 26,347                      | 3,972          | 1,191 12 0     |
| Mangrove-bark  | " 2,956 94                    | " 394,259                     | 5,630          | 1,689 0 0      |
| Matches  | gross 1,618                   |                               | 1,085          | 325 10 0       |
| Mushrooms  | piculs 371 53                 | " 49,537                      | 15,063         | 4,518 18 0     |
| Pepper, black  | " 6,496 70                    | " 866,227                     | 63,693         | 19,107 18 0    |
| " white  | " 43 40                       | " 5,787                       | 1,403          | 420 18 0       |
| Seaweed, long  | " 50,902 14                   | " 350,492                     | 111,011        | 33,303 6 0     |
| " cut  | " 2,628 69                    | " 6,120,285                   | 7,640          | 2,292 0 0      |
| Sugar, white   | " 15,518 26                   | " 2,069,101                   | 80,216         | 24,064 16 0    |
| " brown  | " 21,766 25                   | " 2,902,167                   | 70,751         | 21,225 6 0     |
| Vermilion  | " 26 89                       | " 3,585                       | 1,820          | 546 0 0        |
| Window-glass   | boxes 806                     |                               | 3,289          | 986 14 0       |
| Sandal wood  | piculs 3,526 84               | " 470,245                     | 18,135         | 5,440 10 0     |
| Sapan wood   | " 1,965 12                    | " 262,016                     | 5,691          | 1,707 6 0      |
| Sharks' fins   | " 32 24                       | " 5,232                       | 2,936          | 880 16 0       |
| Unenumerated sundries  |                               |                               | 8,694          | 2,608 4 0      |
| Total ... ..   |                               |                               | 3,343,663      | 1,003,098 18 0 |



## (Part II.)—Native Produce.

|                                  | Quantity.                     |                              | Value.         |                  |
|----------------------------------|-------------------------------|------------------------------|----------------|------------------|
|                                  | Foreign Weights and Measures. | English Weights and Measures | Foreign Money. | English Money.   |
| Silk, raw . . . . .              | piculs 2 91                   | lbs. 338                     | Taels. 722     | £ s. d. 216 12 0 |
| " piece goods, fine . . . . .    | 123 95                        | 16,527                       | 41,500         | 13,350 0 0       |
| " pongees . . . . .              | 30 90                         | 4,120                        | 4,708          | 1,412 8 0        |
| " ribbons . . . . .              | 0 40                          | 53                           | 120            | 36 0 0           |
| " and cotton mixtures . . . . .  | 4 12                          | 549                          | 800            | 240 0 0          |
| Tea, black . . . . .             | 180 00                        | 21,000                       | 5,251          | 1,575 6 0        |
| Birds'-nests . . . . .           | 1 95                          | 260                          | 1,278          | 383 8 0          |
| Carpets . . . . .                | pieces 1,630                  | ..                           | 1,110          | 432 0 0          |
| Copper cash . . . . .            | piculs 989 00                 | 131,866                      | 8,911          | 2,673 6 0        |
| Cotton, raw . . . . .            | 7,004 60                      | 933,947                      | 61,953         | 18,585 18 0      |
| Dates, red . . . . .             | 1,008 54                      | 134,472                      | 3,044          | 913 4 0          |
| Cattle fish . . . . .            | 47,570 10                     | 6,342 680                    | 28,188         | 71,456 8 0       |
| Salt fish . . . . .              | 730 91                        | 97 455                       | 4,369          | 1,310 14 0       |
| Shell fish . . . . .             | 146 78                        | 19,571                       | 3,018          | 905 8 0          |
| Grass cloth, coarse . . . . .    | 22 25                         | 2,967                        | 2,146          | 643 16 0         |
| Hams . . . . .                   | 89 89                         | 11,985                       | 1,056          | 316 16 0         |
| Indigo, dried . . . . .          | 30 47                         | 4,063                        | 274            | 292 4 0          |
| Lead, yellow . . . . .           | 228 54                        | 30,472                       | 2,081          | 609 6 0          |
| Lichens, dried . . . . .         | 153 78                        | 21,171                       | 1,286          | 383 16 0         |
| Lungans . . . . .                | 325 24                        | 43 365                       | 3,061          | 918 6 0          |
| Nankeens . . . . .               | 138 82                        | 21,176                       | 7,750          | 2,325 0 0        |
| Samshoo . . . . .                | 863 41                        | 115,121                      | 1,531          | 459 6 0          |
| Sea-blubber . . . . .            | 962 27                        | 128,303                      | 4,375          | 1,312 10 0       |
| Sharks'-fins . . . . .           | 17 65                         | 2 353                        | 1,610          | 483 0 0          |
| Sugar, brown . . . . .           | 12,874 14                     | 1,716,552                    | 44,033         | 13,215 18 0      |
| " white . . . . .                | 21,097 26                     | 2,892,968                    | 110,669        | 33,200 14 0      |
| " candy . . . . .                | 1,855 00                      | 247,333                      | 14,437         | 4,337 2 0        |
| Sundries, unenumerated . . . . . | 16,261 00                     | 2,168,433                    | 16,013         | 4,803 18 0       |
| Total . . . . .                  | ..                            | ..                           | 589,324        | 176,797 4 0      |
| Taels. £ s. d.                   |                               |                              |                |                  |
| Foreign goods . . . . .          | ..                            | ..                           | 3,344,663      | = 1,003,098 18 0 |
| Native produce . . . . .         | ..                            | ..                           | 589,324        | 176,797 4 0      |
| Total Imports . . . . .          | ..                            | ..                           | 3,932,987      | 1,179,895 2 0    |

British Vice-Consulate, Kewkiang, January 1, 1874.

(Signed)

WALTER ED. KING, Vice-Consul.

## RETURN of the Exports at the Port of Kewkiang, in the Year 1874.

|                                    | Quantity.                     |                               | Value.           |                        |
|------------------------------------|-------------------------------|-------------------------------|------------------|------------------------|
|                                    | Foreign Weights and Measures. | English Weights and Measures. | Foreign Money.   | English Money.         |
| Tea, black . . . . .               | piculs 166,511 82             | lbs. 22,201,543               | Taels. 6,083,023 | £ s. d. 1,824,906 18 0 |
| " green . . . . .                  | 72,903 84                     | 9,720,512                     | 3,189,574        | 941,872 4 0            |
| " brick . . . . .                  | 701 09                        | 93,479                        | 4,200            | 1,260 0 0              |
| " leaf . . . . .                   | 670 49                        | 89,899                        | 23,100           | 6,930 0 0              |
| " dust . . . . .                   | 4,710 90                      | 628,120                       | 32,020           | 9,606 18 0             |
| Bamboo-shoots, dried . . . . .     | 687 26                        | 88,908                        | 2,060            | 618 0 0                |
| China-root . . . . .               | 3,627 33                      | 48,644                        | 34,308           | 10,442 8 0             |
| Chinaware, fine . . . . .          | 5,376 79                      | 683,572                       | 32,585           | 9,775 10 0             |
| " coarse . . . . .                 | 10,137 44                     | 1,351,659                     | 28,321           | 8,496 6 0              |
| Coal . . . . .                     | ..                            | tons 2,190                    | 13,120           | 3,936 0 0              |
| Dye, colours, and paints . . . . . | 18 36                         | lbs. 2 418                    | 816              | 244 16 0               |
| Fungus . . . . .                   | 74 10                         | 9,680                         | 2,300            | 690 0 0                |
| Grass-cloth, coarse . . . . .      | 3,328 08                      | 443,744                       | 97,078           | 29,123 8 0             |
| " fine . . . . .                   | 334 21                        | 44,561                        | 16,888           | 5,066 8 0              |
| Hemp . . . . .                     | 24,877 98                     | 2,317,064                     | 208,270          | 62,481 0 0             |
| Lotus nuts . . . . .               | 112 00                        | 14,933                        | 1,573            | 471 18 0               |
| Paper, 1st quality . . . . .       | 3,548 87                      | 473,116                       | 31,324           | 9,397 4 0              |
| " 2nd . . . . .                    | 32,583 93                     | 4,844,451                     | 119,344          | 35,803 4 0             |
| Tallow, vegetable . . . . .        | 2,748 38                      | 366,524                       | 19,158           | 5,747 8 0              |
| Tobacco, leaf . . . . .            | 7,295 37                      | 972,716                       | 28,783           | 8,619 18 0             |
| " prepared . . . . .               | 47 11                         | 6,281                         | 622              | 186 12 0               |
| Unenumerated sundries . . . . .    | ..                            | ..                            | 2,759            | 827 14 0               |
| Total . . . . .                    | ..                            | ..                            | 9,921,679        | 2,976,503 14 0         |

British Vice-Consulate, Kewkiang, January 1, 1875.

(Signed)

WALTER ED. KING, Vice-Consul.

## (No. 1.)—RETURN of British Shipping at the Port of Kewkiang in the Year 1874.

*Direct Trade in British Vessels from and to Great Britain.*

| ENTERED.                 |                |        |                  |                |        | CLEARED.                 |                |        |                  |                |        |               |
|--------------------------|----------------|--------|------------------|----------------|--------|--------------------------|----------------|--------|------------------|----------------|--------|---------------|
| Total Number of Vessels. |                |        | Total Tonnage.   |                |        | Total Number of Vessels. |                |        | Total Tonnage.   |                |        | Total Value.  |
| With<br>Cargoes.         | In<br>Ballast. | Total. | With<br>Cargoes. | In<br>Ballast. | Total. | With<br>Cargoes.         | In<br>Ballast. | Total. | With<br>Cargoes. | In<br>Ballast. | Total. |               |
| ..                       | 1.             | 1      | ..               | 1,865          | 1,865  | 1                        | ..             | 1      | 1,865            | ..             | 1,865  | £<br>s.<br>d. |
|                          |                |        |                  |                |        |                          |                |        |                  |                |        | 21,892 16 0   |

*Indirect or Carrying Trade in British Vessels from or to other Colonies.*

Nil.

British Vice-Consulate, Kewkiang, January 1, 1875.

(Signed) WALTER ED. KING, Vice-Consul.

## (No. 2.)—RETURN of British and Foreign Shipping at the Port of Kewkiang in the Year 1874.

| ENTER D                 |               |       |           |             |       |           |          |         |           | CLEARED.                  |       |           |               |         |           |             |         |           |          |         |           |                           |    |    |
|-------------------------|---------------|-------|-----------|-------------|-------|-----------|----------|---------|-----------|---------------------------|-------|-----------|---------------|---------|-----------|-------------|---------|-----------|----------|---------|-----------|---------------------------|----|----|
| Nationality of Vessels. | With Cargoes. |       |           | In Ballast. |       |           | Total.   |         |           | Invoice Value of Cargoes. |       |           | With Cargoes. |         |           | In Ballast. |         |           | Total.   |         |           | Invoice Value of Cargoes. |    |    |
|                         | Vessels.      | Tons. | Crews.    | Vessels.    | Tons. | Crews.    | Vessels. | Tons.   | Crews.    | Vessels.                  | Tons. | Crews.    | Vessels.      | Tons.   | Crews.    | Vessels.    | Tons.   | Crews.    | Vessels. | Tons.   | Crews.    | £                         | s. | d. |
| British                 | 15            | 5,836 | No return | 8           | 2,673 | No return | 23       | 8,559   | No return | 16                        | 7,751 | No return | 7             | 808     | No return | 23          | 8,559   | No return | 23       | 8,559   | No return | 1,350,613                 | 16 | 0  |
| American                | ...           | ...   | ...       | ...         | ...   | ...       | 339      | 238,352 | ...       | ...                       | ...   | ...       | 339           | 238,352 | ...       | 339         | 238,352 | ...       | 339      | 238,352 | ...       | 1,527,853                 | 2  | 0  |
| German                  | ...           | ...   | ...       | ...         | ...   | ...       | 6        | 709     | ...       | ...                       | ...   | ...       | 6             | 709     | ...       | 6           | 709     | ...       | 6        | 709     | ...       | Nil                       |    |    |
| Chinese                 | ...           | ...   | ...       | ...         | ...   | ...       | 72       | 28,334  | ...       | ...                       | ...   | ...       | 72            | 28,334  | ...       | 72          | 28,334  | ...       | 72       | 28,334  | ...       | 130,422                   | 18 | 0  |

N.B.—Totals not given, as the number and tonnage of the American, German, and Chinese vessels are taken from the Customs register, and include every arrival and departure recognized by the Customs. The British vessels and tonnage, computed in the same way, amounted in 1874 to 293 vessels (inward and outward) with 439,594 tons. This Return includes Chinese steamers, which are under the same rules and regulations as foreign ships.

*Kewkiang, January 1, 1875.*

WALTER ED. KING, *Vice-Consul.*

(No. 3.)—RETURN of Foreign Shipping engaged in the Direct and Indirect Trade at the Port of Kewkiang, in the Year 1874.

Nil.

*Kewkiang, January 1, 1875.*

(Signed)

WALTER ED. KING, *Vice-Consul.*

(No. 4.)—RETURN of Shipping of each Nation employed in the Coasting Trade at the Port of Kewkiang, in the Year 1874.

| Nationality of Vessels.             | Entered. |         |           | Cleared. |         |           |
|-------------------------------------|----------|---------|-----------|----------|---------|-----------|
|                                     | Vessels. | Tons.   | Crews.    | Vessels. | Tons.   | Crews.    |
| Chinese (under foreign regulations) | 72       | 28,334  | No return | 72       | 28,334  | No return |
| British . . . . .                   | 22       | 7,694   | 12        | 22       | 7,694   | 22        |
| American . . . . .                  | 329      | 293,252 | 32        | 329      | 293,252 | 32        |
| German . . . . .                    | 6        | 709     | 25        | 6        | 709     | 25        |

N.B.—The totals are not given as the number and tonnage of American and other foreign vessels are taken from the Customs register, and include every arrival and departure recognised by them. The British tonnage and vessels computed in the same way amounted, in 1874, to 293 vessels (inward and outward) with 299,594 tons.

*Kewkiang, January 1, 1875.*

(Signed)

WALTER ED. KING, *Vice-Consul.*

## TIENTSIN.

*Report upon the Trade of Tientsin for the Year 1874.*

THE total value of the trade of Tientsin during 1874, by sea and overland, was 22,293,521 taels, the gross value of the cargoes imported, exported, and re-exported, 20,705,156 taels, and the net value of the Imports and Exports 18,827,577 taels; equal, at 6s. per tael, to 5,648,273*l.* 2*s.*

These figures, when compared with the similar net values of the trade, as shown by the Returns of the two preceding years, are most satisfactory.

Thus the net value was—

|         |    |    |    |    | £         | s. | d. |
|---------|----|----|----|----|-----------|----|----|
| In 1872 | .. | .. | .. | .. | 5,099,834 | 8  | 0  |
| 1873    | .. | .. | .. | .. | 5,161,065 | 18 | 0  |
| 1874    | .. | .. | .. | .. | 5,648,273 | 2  | 0  |

The value of the treasure imported and exported during the three years is not included in the above, but was as follows :—

|         |    |    |    |    | £         | s. | d. |
|---------|----|----|----|----|-----------|----|----|
| In 1872 | .. | .. | .. | .. | 1,514,078 | 8  | 0  |
| 1873    | .. | .. | .. | .. | 1,645,101 | 12 | 0  |
| 1874    | .. | .. | .. | .. | 1,606,559 | 14 | 0  |

The disproportion between the values of the Imports and Exports, which is, unfortunately, characteristic of the trade of this port, was even more marked last year than in either 1872 or 1873, as the following Table of these values for the three years referred to shows—

|         |    |    |  | 1872.      | 1873.      | 1874.      |
|---------|----|----|--|------------|------------|------------|
|         |    |    |  | Taels.     | Taels.     | Taels.     |
| Imports | .. | .. |  | 15,632,750 | 15,946,800 | 17,682,684 |
| Exports | .. | .. |  | 1,366,698  | 1,256,753  | 1,144,893  |
| Total   | .. | .. |  | 16,999,448 | 17,203,553 | 18,827,577 |

## IMPORTS.

The import trade of 1874, in both its subdivisions, compares favourably with that of 1873, the net value of the native produce brought coastwise last year having been 7,263,070 taels, against 6,178,121 taels; and the net value of the foreign imports 10,419,614 taels, against 9,768,679 taels in 1873.

The native imports came chiefly from Shanghai and Canton, the former port contributing more than 5,000,000 taels worth, and the latter a value of nearly 1,500,000 taels, to the above total of 7,263,070 taels.

The most important of these articles were silk piece good, sugar, rice, and paper. Their united values represented more than 4,000,000 taels, and next in order of value came green tea, tobacco, china ware (fine and coarse), nankeens, and brass buttons, all, with the exception of tobacco, showing an increase, both in quantity and value, for 1874, as compared with 1873.

The same comparative increase in quantity and value is observable in



the three great staples amongst the imports of foreign origin; viz., Indian opium, grey shirtings, and T-cloths, as may be gathered from an inspection of the following Table, and a reference to the Comparative Table of the principal net imports, appended to this Report.

It will, moreover, be seen that drills, another important class of cotton piece goods, have decreased in value last year; that woollens show a considerable falling off, and the miscellaneous imports, on the other hand, a marked improvement.

| Net Values of Foreign Imports. |    |    |    | 1873.     | 1874.      |
|--------------------------------|----|----|----|-----------|------------|
|                                |    |    |    | Taels.    | Taels.     |
| Opium—                         |    |    |    |           |            |
| Indian                         | .. | .. | .. | 2,290,596 | 2,445,651  |
| Persian                        | .. | .. | .. | 10,730    | 7,836      |
| Cottons—                       |    |    |    |           |            |
| Grey shirtings                 | .. | .. | .. | 2,278,496 | 2,475,068  |
| White                          | .. | .. | .. | 551,801   | 633,492    |
| Dyed                           | .. | .. | .. | 126,379   | 104,170    |
| T-cloths                       | .. | .. | .. | 780,003   | 1,041,772  |
| Drills                         | .. | .. | .. | 849,440   | 751,880    |
| All others                     | .. | .. | .. | 1,000,796 | 1,011,125  |
| Woollens                       | .. | .. | .. | 783,478   | 512,192    |
| Miscellaneous                  | .. | .. | .. | 1,096,960 | 1,436,428  |
| Total                          | .. | .. | .. | 9,768,679 | 10,419,614 |

Total increase in 1874, 650,935 taels, equal, at 6s. per tael, to 195,280½ 18s.

Grey shirtings continue to hold their high position in this market, and their importation has been steadily increasing for the last three years. Last year, indeed, it was greater than in any year since 1870, inclusive, with the exception of 1871, when it rose to an abnormal height, owing, probably, to the fear then entertained by Chinese importers of a rupture with France, on account of the Tientsin massacre, and the consequent necessity of laying in a large stock in anticipation of a stoppage of trade.

The importation of T-cloths in 1874 was 694,515 pieces, against 520,002 pieces in 1873; but, as I pointed out in my last year's Report, this staple had been imported greatly in excess in 1871 and 1872, a fact which went far to account for the comparatively small importation of 1873. Last year's increase in the quantity of T-cloths imported may be looked upon, therefore, as a satisfactory sign that the market for these fabrics is reverting to its former healthy state.

The only other circumstance that seems to call for notice in the cotton piece goods' trade at this port in 1874, as compared with 1873, is the falling off in the importation of English drills, Dutch drills, on the contrary, exhibiting a slight, and American a very large, comparative increase for the same period.

The importation of the three classes for the two years in question was as follows:—

|                |    |    |    | 1873.   | 1874.   |
|----------------|----|----|----|---------|---------|
|                |    |    |    | Pieces. | Pieces. |
| English drills | .. | .. | .. | 281,504 | 192,351 |
| Dutch ditto    | .. | .. | .. | 49,942  | 50,410  |
| American ditto | .. | .. | .. | 6,125   | 45,606  |
| Total          | .. | .. | .. | 337,571 | 288,367 |

Total decrease in 1874, 49,204 pieces.

This resuscitation of the demand for American drills in 1874 is noteworthy, because from 1869 to 1873 it had been annually, and, for the last two years of this period, rapidly declining.

On the whole, the value of the cotton piece goods imported last year represents nearly three-fifths of the total value of the foreign imports during 1874, and grey shirtings alone represent more than one-fifth of the same value.

The trade in woollens, on the contrary, contrast unfavourably with 1873, English camlets and crape lastings being the only articles which show any fair improvement.

Whether it be from the competition of Russian cloth (large quantities of which are sold at Kalgan and Tientsin that do not appear in the Customs' Return), or from the fact that the winter in this province is so severe as to make furs of various kinds more suitable for clothing during the intense cold than woollen cloth, certain it is that the growth of the woollen trade at Tientsin cannot be considered satisfactory.

A comparison of the opium statistics for the last two years as regards the quantities imported is on the whole in favour of 1874, an increase of 452·92 piculs in the importation of Malwa more than counterbalancing a total decrease of 78·52 piculs in Bengal and Persian.

This last kind of opium, unlike the Indian, which is imported in chests of either 100 catties,\* or 120 catties, is packed in chests containing each from about 85 catties to 100 catties. It is always sold, therefore, by actual weight, and its average price last year was 370 taels per picul.

The falling off in the importation of Persian opium within the last three years is very remarkable. The Customs' Returns show that it was imported in 1871 to the extent of 310 piculs; in 1872, however, it disappeared altogether from the markets; in 1873 only 37 piculs were imported, and last year a still smaller quantity, viz., 21·18 piculs. These facts are worth noting, as indicating an increased consumption of native opium at this port within the above period; for a small demand for Persian, which is much cheaper than Indian, tends to show that it is not profitable to bring it into the market, owing to the cheapness, or, in other words, the abundant supply of the Chinese product, with most kinds of which it competes more in price than does the Indian.

The average price of Patna last year was 450 taels, and of Benares 437 taels per chest, lower rates than in 1873, when the former sold, on the average, at 453 taels, and the latter at 446 taels, per chest. For both these kinds of Bengal drug there is little consumption at Tientsin; they are bought chiefly for the Shansi market, for mixing with the very superior native opium now produced in that province.

Bengal opium, though cheaper per picul in its crude state than Malwa, is, in reality, dearer to the consumer in its prepared form, from the smaller percentage of smokeable extract which it yields in the process of preparation. Thus the present retail price of prepared opium of the former kind is 900 cash, and that of the latter 800 cash, per tael weight. (Equal, at 1,200 cash per dollar, to 2s. 5d. and 2s. 1½d. per oz., 1 tael equal 1½ oz.)

The average price of Malwa was also lower last year than in 1873, having fallen from 408 taels to 463 taels per picul, and although, as before stated, the whole quantity imported was greater than in the preceding year, that imported by the British merchant, there is reason to believe, was less.

\* 1 chest of Malwa contains 100 catties or 1 picul (equal to 133½ lbs.); and 1 chest of Bengal (Patna and Benares) contains 120 catties (equal to 160 lbs.).

The fact is, that in this, as in other branches of the indirect, or distributing trade in foreign goods and produce, Chinese agency is being more and more extensively employed. Even in the case of opium the native traders are not in the habit of effecting insurance on their shipmen's to this port; they also save the compradore's commission, which the foreign merchants have to pay, are better acquainted with the general state of the market, and are often able to pick up cheap lots from the heavy stocks at Shanghai for consignment to Tientsin, where it is clear that a fair margin of profit may be anticipated.

The stock of Malwa on hand at the commencement of last year was about 1,300 chests, and at its close about 1,100 chests, but prices throughout were not favourable, and I am informed by one of the chief importers, to quote his own words, that "the year's business has been a losing and discouraging one for foreigners engaged in the trade."

The same gentleman has also given me the following particulars with regard to the prices of native opium, and the general character of the crops, in the undermentioned provinces:—

|                                | Per picul.<br>Tael. |
|--------------------------------|---------------------|
| Shantung, fair crop .. .. .    | 220                 |
| Chihli, small crop .. .. .     | 320                 |
| Shansi, fair crop .. .. .      | 510                 |
| Honan, very large crop .. .. . | 220                 |
| Kuan-tung, ditto .. .. .       | 220                 |
| Kansuh, fair crop .. .. .      | 230                 |
| Szechuen, large crop .. .. .   | 170                 |
| Yunnan, large crop .. .. .     | 110                 |

The figures here put down can only be taken as approximately correct, and the prices given are those which ruled in the producing districts. The mere enumeration of the above places, however, in which the poppy is now undoubtedly cultivated, compared with the names of the provinces referred to in the Imperial Edicts of 1865 and 1869 against poppy-culture, shows how the production of native opium has been increasing. The first of those Edicts named only Kansuh, Shensi, and Shansi, as poppy-growing regions; but the second enumerated, in addition, Kiangsu, Honan, and Shantung, and now it may be seen that particulars are even obtainable as to the character of the crop and price of the article in the metropolitan Province of Chihli.

It is worthy of remark, too, that the price of the Chihli opium comes next to that of the neighbouring Province of Shansi, where the best native drug is produced, all intended for local consumption, and still selling, as it sold in 1873, at a higher price in the producing province than Malwa is selling for at Tientsin.

The natural inference is, that the Shansi product is of superior quality, and as that of Chihli is the next highest in price, it is probable that the soil of these two provinces is specially adapted for the cultivation of the poppy.

The eastern border of Shansi is to a great extent conterminous with the western border of Chihli, and Tientsin is the chief seaport of the latter.

The native opium consumed here last year was partly that of the province itself, and partly brought from Shantung and Honan. The greater portion, no doubt, was smuggled into the place to escape the lekin and barrier dues, which amount together to 38.40 taels per picul, each of these charges having been fixed in 1874 at 19.20 taels per picul on native drug. In this we have a conclusive proof of the recognition of poppy culture by the authorities, notwithstanding the prohibitory

Edict of the 17th December, 1872, referred to in my Report on that year's trade.

The lekin on Indian opium was reduced last August from 32·56 taels to 31·55 taels per picul, 28·15 taels of this being paid into the Treasury, and the balance of 3·40 taels appropriated to the expenses of collection.

The addition of the Tariff Import Duty of 30 Haikwan taels per picul to the above, gives an advantage to the indigenous over the foreign opium in the Tientsin market. Still Malwa is unquestionably the favourite here; but, from what has been already said of the high price paid for the native drug in Shansi, I think it may fairly be inferred that the taste for it is being established in North-Western China, and that this must sooner or later operate injuriously on the future development of our Indian trade.

The following Comparative Table of the net quantities of Indian opium imported for the last five years will manifest the relative position occupied by Malwa and Bengal in the Tientsin market:—

|                 | 1870.    | 1871.    | 1872.    | 1873.    | 1874.    |
|-----------------|----------|----------|----------|----------|----------|
|                 | Piculs.  | Piculs.  | Piculs.  | Piculs.  | Piculs.  |
| Malwa .. .. .   | 6,442·00 | 6,329·50 | 4,419·48 | 4,675·50 | 5,128·42 |
| Patna .. .. .   | 166·80   | 231·60   | 150·00   | 158·23   | 77·93    |
| Benares .. .. . | 334·80   | 219·60   | 108·00   | 86·80    | 104·40   |
| Totals .. .. .  | 6,883·60 | 6,780·70 | 4,677·48 | 4,920·53 | 5,310·75 |

The average yearly prices in Tientsin taels during the same period were as follows:—

|              | Malwa.<br>Per Chest of<br>100 catties. | Patna.<br>Per Chest of<br>120 catties. | Benares.<br>Per Chest of<br>120 catties. |
|--------------|--|--|--|
|              | Taels.                                 | Taels.                                 | Taels.                                   |
| 1870 .. .. . | 518                                    | 415                                    | 414                                      |
| 1871 .. .. . | 498                                    | 462                                    | 454                                      |
| 1872 .. .. . | 470                                    | 490                                    | 480                                      |
| 1873 .. .. . | 468                                    | 453                                    | 446                                      |
| 1874 .. .. . | 463                                    | 450                                    | 437                                      |

Thus, as regards Indian drug, it is clear that the Tientsin market may be considered as a Malwa market; and if it be asked now what has been the cause of the continued yearly decline in the price of Malwa opium for the last five years, what answer can be given?

It is not that the annual importation has been excessive, because the above figures show the highest prices ruled in the two years when most drug was imported; and the greatly diminished importation of 1872, as compared with 1871, was not accompanied by a rise, but by a further fall, in the average annual price.

It is possible that the crops in Malwa have of late years been large, and that opium, consequently, could be purchased at Bombay, and sold in China at a cheaper rate. This might partly account for the above-noticed yearly decline in price at Tientsin; but the chief cause of that decline, I believe, was a falling off in the demand for foreign opium at the great inland markets, consequent upon the increased production and improved quality of its native rival.



## EXPORTS.

Although the export trade last year shows a decrease in value of more than 100,000 taels as compared with 1873, there are some encouraging features to be noticed in it, the chief one being a very large comparative increase in the export of camel's wool.

The chief market for this product is Kuei-hua-Ch'èng, in Mongolia, whence it is conveyed here *via* Kalgan and Tungehou. The distance by this route is about 400 miles, and the means of transport is by camel, mule, and cart to Tungehou, and thence by boat to Tientsin. Costing about  $6\frac{1}{2}$  taels per picul in Mongolia, it can be laid down at Tientsin for about 8 taels per picul. The exportation of this article, which may be procured in unlimited quantities in Mongolia, is, I believe, likely to increase.

Nearly four times as much sheep's wool was also exported last year as in 1873. After disappearing altogether from the Returns for three years its export was resumed in 1871; but it does not seem to pay the exporter so well as camel's wool, and no great increase in shipments is anticipated this year.

No raw cotton or peas were exported last year. The former article is cultivated to a great extent all over the province of Chihli, and in 1866, owing to the diversion of the East Indian supply from South China to England, it was exported from Tientsin to the extent of 136,173.93 piculs. From that year till 1870, however, the export rapidly declined each year, and in 1871 it disappeared from the Returns, re-appearing in 1873, when 68 piculs were exported, and again disappearing last year. It is evidently only shipped now to the South to meet temporary failures in the supplies from other cotton-producing districts.

The export of peas has been resumed this year, and large quantities already shipped for Amoy, Swatow, and Hong Kong, partly for food, and partly for the manufacture of "pea oil."

Straw braid is another product of North China which is beginning to be exported from Tientsin, and is likely to take a prominent place in the Returns.

I have already had this year applications from one British firm for transit export certificates to cover 1,000 bales which are being brought here for shipment from Hsing-Ch'i, a place in the Tientsin prefecture, distant about 65 miles, and from Ch'ing-fêng-hsien, in the south of Chihli, distant about 250 miles from this port.

The straw braid is destined for London, and large quantities of the same article have of late years been shipped from Chefoo, chiefly, I believe, for the United States.

The increase or decrease in the remaining chief articles of the export trade can be ascertained by an inspection of the Comparative Table. It will be seen that 1874 compares very favourably with 1873 in the export of tobacco, rhubarb, dried lily flowers, and young deer horns, but shows a falling off in the shipments of red and black dates.

These articles are exported chiefly by Chinese, and intended solely for Chinese consumption.

The dried lily flowers, which are not very valuable, are sent chiefly to Amoy and Swatow, where I have been informed that they are used both as a medicine and as an article of food.

Young deer horns, on the other hand, are very valuable. They are used for medicinal purposes only, and thought to possess great strengthening and stimulating properties. They are brought here chiefly from the Imperial hunting-grounds in the neighbourhood of Jehol, to the north of the Great Wall.



## RUSSIAN TRANSIT TRADE.

This trade fell off greatly last year, showing a general decrease in value of 608,958 taels as compared with 1873.

The decrease, however, is probably attributable to an overstocked market, for, on comparing the value of the trade, as given below, for the last five years, it will be seen that the rise in value in 1872 over 1871 was upwards of 800,000 taels, and that 1873 shows a further advance over 1872 of more than 208,000 taels.

From 1870 to 1874 inclusive the values of the Russian transit trade, and the comparative yearly increase or decrease, were as follows:—

|        |    | Taels.    |                | Taels.  |
|--------|----|-----------|----------------|---------|
| 1870.. | .. | 941,630   |                |         |
| 1871.. | .. | 1,087,667 | .. Increase .. | 146,037 |
| 1872.. | .. | 1,913,731 | .. „ ..        | 826,064 |
| 1873.. | .. | 2,197,323 | .. „ ..        | 283,592 |
| 1874.. | .. | 1,588,365 | .. Decrease .. | 608,958 |

The exemption from coast trade duty on tea imported by Chinese merchants, for sale in Mongolia, accorded to them in 1873, does not seem as yet to have had much effect upon the tea trade with Kiachta, the quantity entered at Tientsin for that market in 1874 having been 101,716.93 piculs, whilst the quantity entered for Mongolia was only 963.02 piculs.

## SHIPPING.

Last year, as compared with 1873, witnessed a decrease in the number and tonnage of British vessels employed in the trade of this port, but an increase in both respects in the total of the vessels under the other flags, as shown in the subjoined Table of entrances and clearances, with aggregate tonnage, during the two years:—

|                     |    | Vessels. | Tonnage. |
|---------------------|----|----------|----------|
| British Flag—       |    |          |          |
| 1873 .. .. .        | .. | 236      | 103,865  |
| 1874 .. .. .        | .. | 203      | 95,928   |
| Decrease in 1874 .. |    | 33       | 7,937    |
| Foreign Flags—      |    |          |          |
| 1873 .. .. .        | .. | 340      | 164,258  |
| 1874 .. .. .        | .. | 372      | 194,888  |
| Increase in 1874 .. |    | 32       | 30,630   |

The American vessels entered and cleared during the above period were:—

|                       |    | No. | Tonnage. |
|-----------------------|----|-----|----------|
| In 1873 .. .. .       | .. | 158 | 99,296   |
| 1874 .. .. .          | .. | 169 | 111,405  |
| Increase last year .. |    | 11  | 12,109   |

## The German—

|                       |    | No. | Tonnage. |
|-----------------------|----|-----|----------|
| In 1873 .. .. .       | .. | 90  | 23,294   |
| 1874 .. .. .          | .. | 86  | 25,029   |
| Decrease last year .. |    | 4   | ..       |
| Increase last year .. |    | ..  | 1,735    |

## Other non-Chinese—

|                          | No. | Tonnage. |
|--------------------------|-----|----------|
| In 1873 .. .. .          | 42  | 12,646   |
| 1874 .. .. .             | 39  | 11,856   |
| Decrease last year .. .. | 3   | 790      |

## And Chinese steamers—

|                          | No. | Tonnage. |
|--------------------------|-----|----------|
| In 1873 .. .. .          | 50  | 29,022   |
| 1874 .. .. .             | 78  | 46,598   |
| Increase last year .. .. | 28  | 17,576   |

Hence it may be seen that the Chinese foreign-built steamers show the greatest comparative increase last year in both number and tonnage, and next come the American vessels, the aggregate tonnage of which exceeds that of the British, though the entrances and clearances of the latter are 34 more than those of the former.

The quantity of tribute rice brought up from Shanghai by the Chinese steamers last year was 323,911 piculs, valued at 971,733 taels, equal 291,519*l.* 18*s.*, and the total estimated value of their cargoes was 3,137,856 taels, or 941,356*l.* 16*s.*, against 356,189*l.* 2*s.* in 1873.

On the 4th instant the "Fusing," one of the China Merchants' Company's steamers, and a regular trader between Shanghai and Tientsin, was sunk at sea, unfortunately with much loss of life, by collision with the British steamer "Ocean."

The Company is at present building large new godowns in the Settlement for storage of tribute rice, and public granaries for the junk-imported rice have also been finished a little lower down the river bank.

The arrivals and departures of Chinese passengers by steamer last year were 12,904, and by sailing vessels 48; in all 12,952, being 3,021 in excess of the Chinese passengers of 1873.

The non-Chinese passengers during 1874, on the contrary, numbered only 452, against 556 in the preceding year.

## GENERAL REMARKS.

1. *Statistics of the Community.*—The number of British subjects and other foreign residents at Tientsin and Taku during the greater part of 1874 was as follows:—

| Residents.          | Men. | Women and Children. | Total. |
|---------------------|------|---------------------|--------|
| British .. .. .     | 42   | 38                  | 80     |
| Non-British .. .. . | 54   | 32                  | 86     |
| Total .. .. .       | 96   | 70                  | 166    |

The 96 adult males (5 less than in 1873), distributed according to their respective callings or professions, may be arranged thus:—

|                        |    |
|------------------------|----|
| Consular .. .. .       | 11 |
| Mercantile .. .. .     | 29 |
| Missionary .. .. .     | 9  |
| Chinese employ .. .. . | 21 |
| Miscellaneous .. .. .  | 16 |

The number of mercantile houses and agencies at Tientsin in 1874 was:—

|                |    |    |    |    |    |    |
|----------------|----|----|----|----|----|----|
| British*       | .. | .. | .. | .. | .. | 10 |
| Non-British .. | .. | .. | .. | .. | .. | 12 |

The Russian Consulate-General is about to be removed, I believe, to Shanghai, and there will then remain five official Consuls at this port, representing Great Britain, the United States, France, Germany, and Russia.

The Governor-General of Chihli continues to reside at Tientsin for about nine months in the year, and at Pao-ting Fu, the provincial capital, for about three months during the winter.

2. *Coal and Iron Mines.*—Mr. Henderson, a British merchant resident at this port, whose acquaintance with north China and its mineral wealth is extensive and accurate, was entrusted last year, by the Mandarins in charge of the Tientsin and Shanghai arsenals, with a commission to purchase in England the plant required for working certain coal and iron mines near Tsze-chow, in the prefecture of Taiming-fu, in the south of Chihli, and close to the borders of Honan. The place in question abounds with coal, black oxide of iron, and limestone, and there is water communication nearly the whole way thence to Tientsin. Mr. Henderson was further authorized to engage competent Europeans to direct the works in the first instance, and instruct the Chinese how to manage them.

He is expected to return to China this autumn, but meanwhile rumours reached Tientsin last month of disturbances having taken place at Tsze-chow, and it is not improbable that the Governor-General's, Li Hung Chang's action in the whole matter (for he was its real originator) has met with such opposition at Peking as to cause the abandonment of the project, or at least delay its execution.

3. *Public Works, Canals, &c.*—The canal between the Pehtang and Peiho Rivers, referred to in my last year's report, has been completed, and a large new fort constructed near its junction with the latter. This fort is built close by the site of the old French Consulate, which was burned down in 1870, and commands the long straight reach of the Peiho between that spot and the bridge of boats, as well as the entrance of the Grand Canal.

I am informed that two new forts are to be built at Taku, and four entrenched camps have recently been finished in the vicinity of the Tientsin arsenal. A good military road, about sixty miles long, connecting the two fortified positions of Hsin-Ch'eng on the Peiho and Ma-chang on the Grand Canal, has also been made, and the canal banks greatly strengthened and improved.

The extension of the junk anchorage marks, too, as far as Taku, is being undertaken, and charts will be supplied to all vessels entering the river, to show the various places in which junks and foreign ships are forbidden to anchor.

It is satisfactory to be able to report that in 1874 the country was not inundated. The water has now nearly disappeared from the plains, but the gradual drying of the surrounding country did not improve the health of Tientsin. Fevers were very prevalent during the summer and autumn, and were followed in the winter by an epidemic of small-pox.

The winter itself was much colder than this season has been during the three years of the inundations, though the river was only closed for about two months, viz., from the 27th December to the 25th February.

\* Including two store-keepers' establishments and one hotel.

4. *Political Events.*—The political occurrences of 1874 do not seem to have affected much, for good or evil, the commerce of the port.

The people generally took little interest in the Peruvian question, which, after eight months of discussion, was finally settled by the signature of a Treaty at Tientsin, between China and Peru, on the 26th June, 1874.

The settlement of the Japanese difficulty was hailed by the Chinese merchants who had commercial relations with foreigners with unqualified satisfaction, but in this case, also, the people of Tientsin generally did not seem to take much interest.

Whilst it was still pending symptoms of disaffection appeared amongst the soldiery at Hsin Ch'eng and Ma-chang. On the 19th August the United States Vice-Consul communicated to me certain intelligence he had obtained of an intended movement of mutineers from both the above places upon Tientsin. He had heard that their immediate object was plunder, and the extirmination of foreigners.

At this time the Russian gun-boat "Sobol" was the only man of war off the Settlement, Her Majesty's ship "Curlew" having gone down to Taku to await there the arrival of her relief, the "Hornet," then hourly expected. I accordingly wrote at once to Commander Church, R.N., stating I thought it desirable that the vessel under his command should return to Tientsin for a few days.

Concurring with my view, he steamed back next day, and was followed the day after by the "Hornet." It was subsequently said that the appearance of the two men of war passing Hsin Ch'eng on two successive days had a good deterrent effect.

The Governor-General had meanwhile been taking prompt measures to crush the mutinous combination, and being actively seconded in these by the General Commanding at Hsin Ch'eng, the whole movement was effectually suppressed.

The Japanese Ambassador, Okubo, having arrived here from Peking on the 3rd November, called immediately on the Governor-General, who returned his visit the same day.

Next morning Okubo left for Shanghai, and Li Hung Chang, after a visit of inspection to the forts at Taku, Pehtang, and Hsin Ch'eng, went for the winter to Paotingfu just before Christmas.

About the same time news reached us that the Emperor Tungchih had been attacked with small-pox, and I may remark here, although the event occurred in 1875, that when the Gazette which announced His Majesty's death, and the nomination of Prince Chun's son as his successor, was received at Tientsin on the 16th of January, it seemed to cause no excitement of feeling, only a very general expression of surprise that the families of the fifth and sixth Imperial Princes had been passed over in favour of the son of the seventh. It was currently reported, however, that the selection had given rise to much dissatisfaction at Peking.

The English and French gun-vessels in port fired each a salute of twenty-one guns, on the 25th February, in celebration of the enthronement of Kuanghsü, the present Child-Emperor.

(Signed) J. MONGAN, Consul.

*Tientsin, April 29, 1875.*

COMPARATIVE TABLE (from Customs Return) of Principal Net Imports of Foreign and Native origin, from 1872 to 1874.

|                                       | 1872.      | 1873.      | 1874.      |
|---------------------------------------|------------|------------|------------|
| <b>Cotton piece goods—</b>            |            |            |            |
| Shirtings, grey .. pieces             | 1,065,267  | 1,265,831  | 1,375,038  |
| " white .. ..                         | 273,808    | 271,310    | 286,674    |
| " dyed and brocaded. ..               | 47,544     | 47,682     | 39,167     |
| " white, spotted, and brocaded .. ..  | 3,293      | 4,173      | 1,300      |
| Printed chintzes and furnitures .. .. | 71,920     | 87,466     | 55,494     |
| Turkey red cambrics .. ..             | 49,755     | 50,904     | 58,019     |
| Drills, English .. ..                 | 261,393    | 281,504    | 192,351    |
| " Dutch .. ..                         | 91,790     | 49,942     | 50,410     |
| " American .. ..                      | 14,901     | 6,125      | 45,606     |
| T-cloths.. ..                         | 1,184,825  | 520,002    | 694,515    |
| Damasks, cotton .. ..                 | 5,642      | 8,064      | 6,771      |
| Jeans and twills .. ..                | 173,873    | 192,575    | 202,355    |
| Dimities.. ..                         | ..         | 2,850      | 2,000      |
| Muslins .. ..                         | 3,471      | 9,007      | 7,761      |
| Velvets and velveteens .. ..          | 1,907      | 4,350      | 1,785      |
| Handkerchiefs, cotton .. dozens       | 24,056     | 16,375     | 15,545     |
| <b>Opium—</b>                         |            |            |            |
| Malwa .. .. piculs                    | 4,419 48   | 4,675 50   | 5,128 42   |
| Patna .. ..                           | 150 00     | 158 23     | 77 93      |
| Benares .. ..                         | 180 00     | 86 80      | 104 40     |
| Persian .. ..                         | ..         | 37 00      | 21 18      |
| Prepared .. ..                        | 47 11½     | 87 81      | 73 67½     |
| <b>Woollens—</b>                      |            |            |            |
| Spanish stripes .. ..                 | 6,363      | 8,000      | 6,564      |
| Long ells .. ..                       | 3,347      | 2,560      | 1,184      |
| Camlets, English .. ..                | 7,784      | 7,382      | 8,071      |
| " Dutch .. ..                         | 280        | 580        | 580        |
| " imitation and bom-bazettes .. ..    | ..         | ..         | 81         |
| Lastings.. ..                         | 9,533      | 11,060     | 8,351      |
| " imitation .. ..                     | 2,586      | 7,154      | 5,213      |
| " crape .. ..                         | 460        | 1,580      | 2,075      |
| Woollen and cotton mixtures. ..       | 3,945      | 2,249      | 30         |
| Lustres and orleans .. ..             | 58,592     | 75,161     | 37,502     |
| Broad cloth .. ..                     | 196        | 170        | 274        |
| <b>Metals—</b>                        |            |            |            |
| Lead in pigs .. .. piculs             | 4,970 38   | 3,367 03   | 6,224 74   |
| Quicksilver .. ..                     | 104 00     | 112 40     | 89 39      |
| Steel, native and foreign .. ..       | 1,246 36   | 6,099 84   | 9,150 76   |
| Tin plates .. ..                      | 810 37     | 2,457 45   | 604 25     |
| Iron, nail rod and bar .. ..          | 206 72     | 846 06     | 730 89     |
| Tin .. ..                             | ..         | 201 08     | 1,172 90   |
| Copper, native and foreign .. ..      | ..         | 6,099 84   | 2,282 90   |
| Iron .. ..                            | ..         | 1,839 30   | ..         |
| <b>Sundries—</b>                      |            |            |            |
| Cotton, raw .. .. piculs              | 4,690 33   | 1,504 83   | 2,266 91   |
| Matches.. .. gross                    | 51,016     | 79,665     | 56,860     |
| Needles .. .. mille                   | 676,581    | 886,586    | 900,041    |
| Paper, 1st quality.. .. piculs        | 12,006 10  | 11,522 65  | 14,009 72  |
| " 2nd quality .. ..                   | 21,047 09  | 25,869 06  | 36,846 55  |
| Seaweed, Japan .. ..                  | 36,290 50  | 44,979 36  | 26,901 03  |
| " Russian .. ..                       | 17,641 43  | 6,748 17   | 10,740 98  |
| <b>Sugar—</b>                         |            |            |            |
| Brown .. ..                           | 160,535 22 | 135,055 64 | 157,457 79 |
| White .. ..                           | 110,811 20 | 79,592 82  | 122,563 11 |
| Candy .. ..                           | 12,866 47  | 21,259 74  | 31,421 75  |
| Silk piece goods .. ..                | 1,523 65½  | 1,910 75   | 2,150 76   |
| " ribbons .. ..                       | 395 92     | 543 80     | 612 91     |
| " embroidery .. ..                    | 90 83      | 122 82     | 63 64      |
| " thread .. ..                        | 40 75½     | 45 37      | 40 52      |
| " and cotton mixtures .. ..           | 209 86     | 205 98     | 165 28     |



|                   |    |    |    | 1872.    | 1873.    | 1874.    |
|-------------------|----|----|----|----------|----------|----------|
| Tea—              |    |    |    |          |          |          |
| Black ..          | .. | .. | .. | 996 90   | 468 64   | 2,069 48 |
| Green..           | .. | .. | .. | 3,633 10 | 5,678 23 | 8,223 18 |
| Dust ..           | .. | .. | .. | 1,108 93 | 2,176 74 | 2,782 59 |
| Coarse (Japan) .. | .. | .. | .. | 7,453 84 | 2,751 45 | 8,144 73 |
| Window glass ..   | .. | .. | .. | 9,613    | 10,648   | 8,581    |

COMPARATIVE TABLE of Exports (Extract from Customs Return)  
from 1872 to 1874.

|                        |    |    |        | 1872.     | 1873.     | 1874.     |
|------------------------|----|----|--------|-----------|-----------|-----------|
| Cotton ..              | .. | .. | piculs | ...       | 68 00     | ..        |
| Dates, black ..        | .. | .. | ..     | 10,500 48 | 14,262 44 | 8,352 39  |
| „ red ..               | .. | .. | ..     | 17,739 34 | 19,994 58 | 15,126 43 |
| Horns, deer, young ..  | .. | .. | pairs  | 3,066½    | 3,715½    | 4,307     |
| Lily flowers, dried .. | .. | .. | piculs | 1,199 90  | 480 73    | 2,774 55  |
| Peas ..                | .. | .. | ..     | 3,418 90  | 12 90     | ..        |
| Rhubarb ..             | .. | .. | ..     | 554 28    | 621 69    | 1,055 16  |
| Tobacco ..             | .. | .. | ..     | 1,508 26  | 957 65    | 2,106 14  |
| Wool, camels' ..       | .. | .. | ..     | 1,935 96  | 1,898 61  | 3,129 56  |
| „ sheep's ..           | .. | .. | ..     | 971 06    | 339 86    | 1,229 48  |

(Signed)

J. MONGAN, Consul.

*Tientsin, April 29, 1875.*

## TAMSUY AND KELUNG.

*Report on the Trade of Tamsuy and Kelung for the Year 1874.*

Sir,

*Tamsuy, April 23, 1875.*

I HAVE the honour to forward the following Returns on the trade of Tamsuy, including Kelung, for the year 1874, viz. :—

1. Return of Imports.
2.     "       Exports.
3. Comparative Return of Imports for last 6 Years.
4.     "       Exports     "     "
5. Return of Junk Trade.
6. Meteorological Tables for Tamsuy.

It is gratifying to have to report a steady increase in the general trade of the port. It is not only that an advance appears in almost every article of import and export as compared with 1873, and that the total trade of the place is more valuable than it has ever been before; but if we take a glance at the trade during the last six years, we see that the imports have almost, and the exports more than doubled themselves in this time, and that the total value of the trade is about 100 per cent. greater than it was in 1869, as may be seen in the following Table:—

|         |    | 1869.   | 1870.   | 1871.   | 1872.   | 1873.   | 1874.   |
|---------|----|---------|---------|---------|---------|---------|---------|
|         |    | £       | £       | £       | £       | £       | £       |
| Imports | .. | 170,681 | 187,761 | 233,006 | 239,941 | 298,832 | 304,243 |
| Exports | .. | 83,923  | 134,740 | 169,800 | 258,028 | 183,056 | 203,428 |
| Total   | .. | 254,604 | 322,501 | 402,806 | 497,969 | 481,888 | 507,671 |

### IMPORTS.

*Opium.*—The total import for 1874, after deducting the amount re-exported to Hong Kong and Amoy, is only 20 chests more than the import of 1873. More Patna and less Benares was consumed, while the sale of Persian drug remained about the same. Malwa, of which there were only 3 chests imported last year, entirely disappeared from the market.

The sales, as compared with last year, are as follows :—

|      |    | Benares. |         | Patna.  |         | Malwa.  |         | Persian. |         |
|------|----|----------|---------|---------|---------|---------|---------|----------|---------|
|      |    | Chests.  | Piculs. | Chests. | Piculs. | Chests. | Piculs. | Chests.  | Piculs. |
| 1873 | .. | 1,160½   | = 1,392 | 91      | = 109   | 3       | = 3     | 136      | = 136   |
| 1874 | .. | 1,050½   | 1,260   | 226     | 271     | ..      |         | 134      | 134     |

At the beginning of the year prices were quoted, Benares 710 dollars, and Patna 720 dollars, but they gradually declined in consequence of the usual purchases made by tea-men on credit, before the opening of the tea market to sell at a considerable discount for ready money, so that in May prices were as low as 625 dollars for Benares, and 635 dollars for Patna. In June the market improved, and sales were effected at 670 dollars and 680 dollars respectively; but there was afterwards a slight fall in values,

which continued till November, when quotations were given at 635 dollars for Benares, and 645 dollars for Patna. Persian sold for, from 590 dollars to 600 dollars, at which latter figure there were not many buyers.

*Piece Goods.*—*Grey Shirtings* are still imported in far greater quantities than any other kind of Manchester goods, for being cheaper and easier to dye, they are preferred by the lower classes. There is an increase of nearly 2,000 pieces over last year's importations. The price was 2 dol. 80 c. per piece of 8½ lbs. till the autumn, when, owing to the large supplies forwarded from Amoy, it fell to 2 dollars.

The import of white shirtings, which fetched 3 dol. 25 c. for good 66-recd, has also greatly increased. T-cloths, Turkey reds, and American drills are coming into favour, and it is particularly noticeable that there is now a decided demand for brocades and chintzes, which three or four years ago were hardly looked at.

*Woollens* showed an increase over former years' importations. English camlets and long-ells, of a scarlet hue, were principally in demand. The price of the former was 22 dollars to 23 dollars per piece, and the latter averaged 10 dol. 40 c. a piece. There was, too, an extraordinary increase in the import of lastings, which fetched 16 dollars to 17 dollars.

*Cottons Yarn* shows a deficit this year, but this is, no doubt, accounted for by the large stock imported in 1873. It is much used by the native women in weaving in the winter months, when they cannot engage in their more favourite occupation of picking tea for the foreign merchant.

As regards articles of native origin, a decrease of 5,952%, as compared with the values of native imports in 1873, is to be noted; but this may be put down to the fact that fully this amount of salt and tea-chest wood was imported in foreign bottoms in 1873, none at all being imported last year.

There is no doubt, as observed in my previous Trade Report, that the Chinese are shipping more in foreign vessels than they used to do, and a large percentage of the increase of the native trade is therefore to be ascribed to this fact. On the other hand, we see a great increase in the quantity of jade-stone ornaments, which come from Southern China to adorn the wrists and ears of the fair sex, in ginseng, and silks of all sorts; and we may therefore conclude that the Chinese are thriving more and more on the profits made on tea sold to foreigners, and thus able to afford luxuries which, in the early days, they could not think of possessing.

A further proof of this is the fact that we see streets of well-built Chinese houses, made of bricks and tiles, springing up in the populous towns of the district, where only mud huts formerly existed.

*Brass Buttons* are imported in large quantities for sale to the aborigines in the centre of the island, in exchange for deer's horns, hides, rattans, &c.

#### EXPORTS.

*Tea.*—The market opened on the 11th May, six weeks earlier than it did in the previous year, and the demand being very brisk, in consequence of the large orders at high limits from America, teas which cost 18 dollars or 20 dollars per picul in 1873, were bought at 38 dollars or 40 dollars, the extreme price paid at any time during the year before.

Rates continued high for all quantities till the beginning of July, when advices from New York caused the demand to slacken, and prices were little by little forced down.

In October buying was again vigorously carried on, and there was,

therefore, a slight rise in values, but before the end of the year teas were as low as they had been at the beginning of 1873.

The total export in foreign bottoms during the year was 3,281,346 lbs., which is an advance of 1,200,000 lbs. over the export of 1873. Of this amount 988,000 lbs. were shipped on Chinese account, principally to Amoy, where it was hoped better prices would be obtained; but their ventures are said to have been not altogether successful, as the Chinese here are unused to firing tea for a foreign market, and as they persist in fraudulently adulterating it with dust and congee water, so as to increase the bulk.

Besides the tea shipped in foreign vessels, the Chinese sent over 673,000 lbs., chiefly of inferior quality, tea to Foochow in junks, so that their total shipments amounted to about two-fifths of the whole crop.

The market did not close till the 20th February, 1875, and 100,000 lbs. should, therefore, be added to the export of the year to make the figures complete. The tea, all Oolong, was this year, exported to Chinese ports only, with the exception of 262,997 lbs. shipped to Hong Kong.

Camphor shows an increase on last year's shipments of 1,576 cwt., but the trade is principally in Chinese hands, and although there has been a gradual rise in the last three years, the trade has not recovered the great decrease which was apparent in 1871.

This decrease was attributed by Mr. Vice-Consul Gregory mainly to over-trading in former years; but as there was a new lekin tax of 55 cents. a picul imposed that year, which is still levied, it is probable that this may be one of the causes of the diminished business done in the drug.

Almost all the camphor shipped in 1874 was exported to Hong Kong direct, and 3,556 cwt. of the amount was subsequently re-exported to foreign countries.

The average price throughout the year is given at 8 dol. 80 c.

Coal.—This is the only important article in which a great falling off is noticeable, and this is chiefly attributable to the increase of local taxation; the ultimate result of which is, that as foreigners have to pay an increased value for Formosan coal, it cannot compete in Shanghai with Japanese and Australian kinds.

Besides this, a difficulty was experienced in obtaining tonnage; ship captains having a dislike to crossing the channel, and so requiring high charters to come.

The export in foreign merchant vessels only amounted to 15,221 tons, of which about one-fifth was shipped from the port of Tamsuy alone, but the following amounts were exported in other vessels, viz. :—

|                             |    |    |    |    | Tons.  |
|-----------------------------|----|----|----|----|--------|
| In Chinese junks            | .. | .. | .. | .. | 14,873 |
| „ transports and men-of-war | .. | .. | .. | .. | 7,416  |
| In Japanese transports      | .. | .. | .. | .. | 2,000  |
| European men-of-war         | .. | .. | .. | .. | 500    |

Samples of Formosan coal were sent home to be analyzed, with a view, perhaps, to Government vessels making North Formosa their regular coaling station.

In this connection the recent application by the Chinese authorities for an experienced English mining engineer to report on the practicability of introducing foreign machinery must be hailed as a real sign of progress if they carry out the idea, for there is no doubt that better coal will then be obtained.

Timber.—An increase in the export of camphor wood planks has to be noticed. The average size is 7 ft. 6 in. by 16 in. by 2 in. Hardwood was not in so great favour this year.



*Hemp and Pith-paper* (*genus Aralia*), shipped by the Chinese in foreign vessels to Amoy and Hong Kong, also showed an increase but the trade in hemp-skins declined, owing, it is said, to competition from Japan,

*Rice* lost so much in 1873 that the trade, as far as foreigners are concerned, has entirely ceased. A little brown sugar and rattans were, too, shipped by Chinese in foreign bottoms.

## SHIPPING.

The decrease in both British and foreign vessels entered and cleared, which is observable in the Return, must be put down to the falling off in the coal trade of Kelung, for the number of vessels visiting Tamsuy itself is not much less than that of 1873, as will be seen below :—

|                   | Cleared from Tamsuy. |          |       |          | Cleared from Kelung. |          |       |          |
|-------------------|----------------------|----------|-------|----------|----------------------|----------|-------|----------|
|                   | 1873.                |          | 1874. |          | 1873.                |          | 1874. |          |
|                   | No.                  | Tonnage. | No.   | Tonnage. | No.                  | Tonnage. | No.   | Tonnage. |
| British .. .. .   | 31                   | 9,078    | 28    | 7,418    | 47                   | 14,991   | 15    | 5,459    |
| American .. . . . | ..                   | ..       | ..    | ..       | 23                   | 14,601   | 4     | 1,585    |
| German .. . . .   | 12                   | 2,392    | 3     | 615      | 21                   | 6,074    | 8     | 1,875    |
| French .. . . .   | ..                   | ..       | ..    | ..       | ..                   | ..       | 1     | 432      |
| Dutch .. . . .    | ..                   | ..       | 1     | 268      | ..                   | ..       | ..    | ..       |
| Spanish .. . . .  | 2                    | 706      | 3     | 1,224    | ..                   | ..       | ..    | ..       |
| Swedish .. . . .  | 5                    | 765      | 4     | 1,572    | 3                    | 1,015    | 2     | 555      |
| Siamese .. . . .  | 1                    | ..       | ..    | ..       | 1                    | 328      | ..    | ..       |

With reference to the junk trade it is to be observed that, although the number of junks visiting North Formosa does not much vary from year to year, more of them have since 1871 frequented the port of Kelung instead of Tamsuy, perhaps in consequence of the official sanction being then given to working the coal mines. The junks have now been placed under the official supervision of the foreign Commissioner of Customs as regards the discharge of ballast, it being found that they were in the habit of throwing it overboard in harbour, and so causing the harbours to shallow rapidly.

*Wrecks, Casualties.*—On the 4th May, the crew of the German barque “Hydra,” fourteen in number, arrived at Kelung. From the captain’s statement it appeared that the vessel, on a voyage from Hong Kong to Newchwang, was wrecked in foggy weather on the island of Komi, one of the Meiacosima group. The crew, who remained a month on the island, were well treated by the natives, and supplied with a compass and provisions. They reached Formosa in a small boat, which they built out of the timbers of the ship, three days after leaving the island.

On the 16th May, sixteen copper-coloured individuals drifted into Kelung harbour in three outriggered catamarans, and were taken care of at the Customs. They were much exhausted, and one old man died after having been on shore a week.

By the help of a vocabulary, attached to Cheyne’s sailing directions from New South Wales to China, and by signs we ascertained that the men were Pellew Islanders, that they had drifted from their fishing grounds, and, after a voyage of sixty days, during which time they subsisted chiefly on fish, they sighted this coast.

A reference to the chart showed that they must have travelled 1,600 miles on a current which sweeps the north-east coast of Formosa, and



then runs to Japan. Another boat, the men said, had been driven past the harbour.

They were sent down in the steam-ship "Hailoong" to Hong Kong, from whence it was believed a vessel could transport them to their homes.

The steam-ship "Lapteke," of London, Captain Tough, bound on a voyage from Swatow to Shanghae with a cargo of sugar, tobacco, &c., touched on the 28th June, when about eight miles from Kelung, on what was supposed to be a sunken rock, but which was afterwards decided by a Naval Court held in Shanghae, to be the end of the reef which is known to exist on the north coast of Formosa.

The captain beached the vessel in Mason Bay as she was found to be making water forward, and applied to the Chinese gun-boat "Fusing," then at Kelung, for assistance.

Her captain at once got up steam, took off the passengers and some cargo, and returned to guard the wreck from plunderers.

Formosa has had an unenviable notoriety for wrecking, but nothing of the kind took place on this occasion, which may be attributed to the energetic action of the captain of the "Fusing," and to the fact that a German man-of-war, the "Elizabeth," was cruising near Kelung at the time of the stranding.

The latter, indeed, sent a boat's crew to ask if she could render any aid, but her offer was declined.

After staying two days in Mason Bay, the "Fusing" steamed to Tamsuy, but when I represented to her captain that the danger was not over, he returned with alacrity and remained some days longer near the wreck. I also got the chief military official of the district to keep his war-junk anchored in the bay.

The vessel was eventually dismantled by Lloyd's agents, a third of her cargo having previously been got out undamaged; but on the night of the 17th July, a fearful typhoon raged over the north of the island, the vessel broke up, and Mr. Greig (Dodd and Co.'s clerk), the first lieutenant and six men out of a party from Her Majesty's ship "Kestrel," who were on board at the time, were drowned. The accident was most distressing, as it was the general opinion that the party had, in their zeal to save as much as possible, not left themselves the ordinary means of escape in case of bad weather.

On the 22nd the captain of the Chinese transport "Wannientsing," kindly took Captain Tough and his crew to Shanghae free of charge.

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## PART II.—POLITICAL.

*Japanese Expedition.*—The invasion of South Formosa by an armed Japanese force in the spring is the chief political event of the year.

A few years ago some Linchiuan sailors, over whom the Japanese claim jurisdiction, had been murdered by the aborigines at the southern end of this island, and China having, as alleged, disclaimed all responsibility as regards the control of the savage tribes in the island, an expedition to punish them was set on foot by Japan, and troops were landed at Langkiao, a small bay on the south-west coast, and at Pelam, on the south-east of Formosa.

The Chinese offered no opposition, and, indeed, saluted the Japanese on their arrival at Langkiao. The latter pitched their camp, and came into conflict on two or three occasions with the Bootan tribe of savages, with whom they finally came to terms as regards the humane treatment of shipwrecked crews.

The Chinese, then, getting uneasy at the prolonged stay of the Japanese, and suspecting that the movements of some travellers, who were exploring the east coast, was a prelude to future occupation, required them to withdraw. Japan protested against any interference with her action; a war was only averted at the last moment by Mr. Wade, Her Britannic Majesty's Minister, who was asked to arbitrate between the two nations, and it was eventually agreed that Japan should withdraw her forces on certain conditions, the chief of which was the payment to her by China of a small indemnity for her expenses in making roads, &c., in South Formosa.

The United States' Consul issued a notification on the 6th June, requiring some American citizens, who were serving in the Japanese army, to give up their commands.

While negotiations at Peking were going on, the Chinese made some efforts to put their defences into order in the north of the island; earth-works were thrown up at Suas, and a military road down the east coast was commenced; a few guns were also added to the old, worn-out pieces of ordnance in the forts at the entrance of Tamsuy harbour, including the battery at the foot of the Dutch fort hill, and, *more sinico*, the forts themselves were whitewashed!

A few Japanese travellers and a Mexican when down the east coast in a large cargo-boat, and were wrecked at Kilai (known on the chart as Choekeday), a village forty miles south of Suao on the east coast; they distributed presents among the Chinese adventurers, or half savages, whom they found there, and even arranged to purchase land, but after staying for about a month, were prostrated with malarious fever and obliged to leave. This little excursion was considered so important by the Chinese that Hsia, Taotai of Formosa, was sent on a special mission to recover the articles left by the party, which included a Japanese flag, with a view to their being restored to the original owners.

Presents of red cloth, &c, were made by the Chinese authorities to various savage tribes on the east and south-west coasts of the islands to induce them to recognize Chinese rule, but it is questionable whether these overtures have been successful.

Whether it is now conceded that the whole island belongs to China or not, it is very certain that the Japanese had some grounds for arguing that up to last year Chinese rule had not been established on the east and centre of the island, for the Chinese have till now been forbidden even to pass certain boundaries which defined aboriginal territory; their officials have always declared that no protection would be afforded to persons travelling there, a long-standing feud always existed between Chinese and aborigines, so that it is dangerous for either side to cross into the territory of the other; no taxes were ever paid by the aborigines to the Chinese, nor could they be exacted, and the east coast of Formosa did not even appear in the Chinese maps of the island.

A telegraph, it was resolved last year, was to be erected between Taiwanfoo and the northern end of the island overland, and a notification was even issued by the sub-prefect of the district directing the people not to interfere with the posts. A submarine line was also to connect Tamsuy with Foochow. These projects have, since the settlement of the Japanese difficulty, been abandoned.

The road on the east coast is, however, to be completed, Chinese settlers are to be bribed to colonize along the line of the road; the resources of the island are to be fully developed; and numerous officials are to be sent to the wild districts of the interior; and all these proposed reforms are to be under the immediate supervision of the Governor of Fukein, who is to reside at Taiwanfoo.

*Visits of Officials.*—Hsia Taotai called at the Vice-Consulate on the 14th July, when on his way to Suao and the east coast, and again on the 29th August, when he came back, his visits being, on both occasions, returned.

He is a most intelligent and energetic officer, and well fitted for his post, which is one of great responsibility. He was in charge of the Foo-chow arsenal for a time. General Lo, who took command of the military operations on the east coast after the Taotai's departure, also called here on his way to his post.

*Currency.*—Last year the British mercantile firms resident here found a difficulty in carrying on business transactions with Spanish dollars, which have hitherto been the only recognized medium of exchange, and an application was therefore made through this officer requesting the assistance of the Chinese authorities in the matter. Notifications making the old and new Mexican and the American trade dollar current in North Formosa were subsequently issued.

*Concession.*—An eligible piece of land near the mouth of the river was last year rented by the Chinese authorities for business purposes. Negotiations for this land, which commenced in 1872, fell through in consequence of the very high value put upon it, and I am glad to say that my efforts to obtain it at a reasonable price were at last successful. If steps to this end had been taken in the early days of the port, the foreign community would not have been so scattered as it now is.

*Money Claims* of British merchants were, during the second half of the year, treated more energetically by the territorial official, and it may be recorded that over 8,850 dollars were recovered from defaulting debtors through this office.

*Missionary Efforts.*—The Canadian Presbyterian Mission is the only one established in north Formosa, and up to the end of last year Mr. Mackay has been alone in the field. His energetic efforts in disseminating the blessings of the doctrine of peace to all parts of the district, and even into the hills of the aborigines, require no words of mine to commend them; but it is my opinion that it is to these efforts that the existence of a better state of feeling between the Chinese people and foreigners is mainly due.

*Health of Tamsuy.*—Dr. Ringer, in his report for the year ended 31st March, 1874, says:—

"This port is situated on the north-west of the island of Formosa, the houses being built on the right bank of the Tamsuy River, and about a mile from its mouth.

"During the tea season, which comprises all the hot months, the merchants reside for the most part at Twatutia, a settlement about twelve miles up the river, where the tea is brought for sale.

"Kelung, the coal port on the north-east side of the island, and about thirty miles from Tamsuy, forms also a small foreign settlement, where the officers of the Customs' staff, and one or two other Europeans live.

"The foreign community averaged during the past year eighteen in number, and the general health was excellent, one or two slight cases of intermittent fever having occurred during the summer, which yielded readily to quinine. One case I should, however, mention, which proved more tedious, the patient being unable to regain strength or appetite after the fever, which had continued for several weeks, had passed off, this, I think, being in part due to the continued repetition of similar food in the hot weather, such as fish and fowls, and the difficulty that exists in obtaining delicacies, there being no sheep here, and the beef, when obtainable, but coarse and tasteless. The patient very soon recovered after change of air and diet.

"No severe accidents or deaths have to be recorded.

"Diseases amongst the Chinese.—In May 1873, there being no system of medical relief for natives, with the able assistance of the Rev. G. L. Mackay, I started a dispensary for that purpose, to which all the community readily subscribed.

"Since the opening, and up to March 1874, there have been 640 patients, many of whom came from places ten miles away. At first several cases of leprosy were seen, but there being no accommodation for them they failed to obtain relief.

"The following list will show the principal diseases from which the patients suffered:—

|                                    |     |
|------------------------------------|-----|
| " Diseases of the eye .. .. .      | 102 |
| Ulcers .. .. .                     | 45  |
| Rheumatism .. .. .                 | 42  |
| Asthma and bronchitis .. .. .      | 65  |
| Dyspepsia and constipation .. .. . | 56  |
| General debility .. .. .           | 55  |
| Diseases of the skin .. .. .       | 38  |
| Accidents .. .. .                  | 35  |
| Intermittent fever .. .. .         | 20" |

For the statistics from which my returns are compiled, and for the meteorological tables, I am indebted to the courtesy of Mr. Hobson, Commissioner of Customs, Tamsuy, and of Mr. Titoushkin, Assistant in the Customs at Kelung. My special thanks are also due to the latter gentleman for assistance rendered to this office by receiving ships' papers, and smoothing over small difficulties which naturally arise from the want of a resident Consular officer at Kelung.

(Signed) HERBERT J. ALLEN, *Vice-Consul*.

(1).—IMPORTS at the Port of Tamsuy (including Kelung) in Foreign Vessels of all Flags which cleared during the Year 1874.

(A).—FOREIGN PRODUCE.

|                             |        |        |  |  | Value.  |    |
|-----------------------------|--------|--------|--|--|---------|----|
|                             |        |        |  |  | £       | s. |
| Cotton piece goods—         |        |        |  |  |         |    |
| Shirtings, grey .. .. .     | pieces | 37,029 |  |  | 23,412  | 0  |
| „ white .. .. .             | „      | 14,131 |  |  | 11,239  | 10 |
| T-cloths .. .. .            | „      | 4,227  |  |  | 2,661   | 0  |
| Sundry .. .. .              | „      | 4,785  |  |  | 3,600   | 12 |
| Woollen goods—              |        |        |  |  |         |    |
| Camlets, English .. .. .    | „      | 2,014  |  |  | 9,924   | 0  |
| Long ells .. .. .           | „      | 1,261  |  |  | 2,722   | 0  |
| Lastings .. .. .            | „      | 866    |  |  | 3,365   | 0  |
| Sundry .. .. .              | „      | 624    |  |  | 2,729   | 14 |
| Lead .. .. .                | cwts.  | 3,315  |  |  | 5,202   | 0  |
| Opium—                      |        |        |  |  |         |    |
| Benares .. .. .             | „      | 5,202  |  |  | 154,253 | 0  |
| Patna .. .. .               | „      | 323    |  |  | 34,692  | 0  |
| Persian .. .. .             | „      | 159    |  |  | 17,648  | 0  |
| Cotton yarn .. .. .         | „      | 66     |  |  | 527     | 0  |
| Ginseng .. .. .             | „      | 53     |  |  | 3,742   | 10 |
| Miscellaneous goods .. .. . | „      | ..     |  |  | 4,553   | 14 |
|                             |        |        |  |  | 280,278 | 0  |



## (B.)—CHINESE PRODUCE.

|                      |    |    |        |       | Value. |    |
|----------------------|----|----|--------|-------|--------|----|
|                      |    |    |        |       | £      | s. |
| Brass buttons        | .. | .. | cwts.  | 44    | 1,982  | 0  |
| Grass cloth ..       | .. | .. | "      | 315   | 3,039  | 12 |
| Jade-stone ornaments | .. | .. | pieces | 5,201 | 1,541  | 14 |
| Silk thread ..       | .. | .. | "      | 25    | 2,348  | 12 |
| " ribbons ..         | .. | .. | "      | 14    | 2,049  | 0  |
| Miscellaneous        | .. | .. | ..     | ..    | 13,004 | 2  |
| Total                | .. | .. | ..     | ..    | 23,965 | 0  |

## SUMMARY.

|                    |    |    |    |    | £       |
|--------------------|----|----|----|----|---------|
| Foreign produce .. | .. | .. | .. | .. | 280,278 |
| Chinese ditto ..   | .. | .. | .. | .. | 23,965  |
| Total ..           | .. | .. | .. | .. | 304,243 |

(Signed) HERBERT J. ALLEN, *Vice-Consul.**British Vice-Consulate, Tamsuy, April 22, 1875.*

## (2.)—EXPORTS at the Port of Tamsuy (including Kelung) in Foreign Vessels of all Flags which cleared during the Year 1874.

|                      |    |    |        |           | Value.  |    |
|----------------------|----|----|--------|-----------|---------|----|
|                      |    |    |        |           | £       | s. |
| Camphor ..           | .. | .. | cwts.  | 14,380½   | 25,666  | 0  |
| Coal, native         | .. | .. | tons   | 15,221    | 10,949  | 14 |
| Hemp ..              | .. | .. | cwts.  | 1,374     | 2,904   | 6  |
| " skins              | .. | .. | "      | 151½      | 74      | 14 |
| Sugar ..             | .. | .. | "      | 118½      | 164     | 0  |
| Rattans ..           | .. | .. | "      | 542       | 244     | 16 |
| Tea ..               | .. | .. | lbs.   | 3,281,346 | 159,523 | 4  |
| Timber ..            | .. | .. | pieces |           |         |    |
| Planks, camphor wood | .. | .. | "      | 15,280    | 1,716   | 18 |
| " hard wood ..       | .. | .. | "      | 4,749     | 528     | 6  |
| Pith paper           | .. | .. | cwts.  | 66        | 757     | 10 |
| Miscellaneous goods  | .. | .. | ..     | ..        | 898     | 12 |
| Total                | .. | .. | ..     | ..        | 203,428 | 0  |

(Signed) HERBERT J. ALLEN, *Vice-Consul.**British Vice-Consulate, Tamsuy, April 22, 1875.*



## (3.)—COMPARATIVE TABLE of the Import Trade from the Year 1869 to the Year 1874.

|                              | 1869.  | 1870.  | 1871.  | 1872.  | 1873.  | 1874.  |
|------------------------------|--------|--------|--------|--------|--------|--------|
| Cotton piece goods—          |        |        |        |        |        |        |
| Grey shirtings ... .. pieces | 32,251 | 28,100 | 37,350 | 17,697 | 35,369 | 37,039 |
| White ditto ... .. "         | 3,204  | 5,950  | 4,548  | 6,514  | 10,098 | 14,131 |
| T-cloths ... .. "            | ...    | 1,950  | 1,000  | 276    | 2,700  | 4,227  |
| Sundry ... .. "              | 3,694  | 1,621  | 5,511  | 485    | 2,659  | 4,785  |
| Woolens—                     |        |        |        |        |        |        |
| English camlets ... .. "     | 1,048  | 1,310  | 1,542  | 1,059  | 784    | 2,014  |
| Long ells ... .. "           | 1,703  | 521    | 1,290  | 2,057  | 1,798  | 1,261  |
| Lastings ... .. "            | 111    | 45     | 152    | 117    | 111    | 866    |
| Sundry ... .. "              | 159    | 24     | 130    | 797    | 605    | 624    |
| Opium—                       |        |        |        |        |        |        |
| Benares ... .. cwt.          | 1,207  | 1,300  | 1,470  | 1,373  | 1,658  | 1,500  |
| Patna ... .. "               | 3      | 31     | 66     | 177    | 130    | 323    |
| Persian ... .. "             | 26     | 53     | 19     | 111    | 162    | 159    |
| Cotton yarn ... .. "         | 18     | 158    | 33     | 68     | 305    | 66     |
| Lead ... .. "                | 1,518  | 2,158  | 3,097  | 2,943  | 1,151  | 3,315  |
| Ginseng ... .. "             | 15     | ...    | 29     | 18     | 29     | 53     |
| Grass cloth ... .. "         | 75     | 22     | 84     | 166    | 600    | 315    |

(Signed) HERBERT J. ALLEN, *Acting Vice-Consul.*  
*British Vice-Consulate, Tamsuy, April 22, 1875.*

## (4.)—COMPARATIVE TABLE of the Export Trade from the Year 1869 to the Year 1874.

|                                | 1869.   | 1870.     | 1871.     | 1872.     | 1873.     | 1874.     |
|--------------------------------|---------|-----------|-----------|-----------|-----------|-----------|
| Tea ... .. lbs.                | 729,232 | 1,405,346 | 1,982,400 | 2,601,802 | 2,081,324 | 3,281,346 |
| Camphor ... .. cwt.            | 16,425  | 17,239½   | 11,537½   | 12,240    | 12,804    | 14,380½   |
| Coal ... .. tons               | 14,731  | 7,557     | 18,671    | 40,231    | 45,177    | 15,221    |
| Hemp ... .. cwt.               | 600½    | 928½      | 564       | 227½      | 990½      | 1,374     |
| skins ... .. "                 | 3,131½  | 312       | 653       | 915       | 810       | 151½      |
| Camphor-wood planks ... pieces | 487     | 9,432     | 6,560     | 12,645    | 2,983     | 15,280    |
| Hard-wood ditto ... .. "       | 10,490  | 4,252     | 7,756     | 14,956    | 7,098     | 4,749     |
| Pith-paper ... .. cwt.         | 78      | ...       | ...       | 57        | 37½       | 66        |
| Rice ... .. "                  | 20,042½ | 99,186½   | 92,760    | 2,852½    | 461½      | ...       |
| Sugar ... .. "                 | 6,626   | 1,326     | 5,011½    | 34½       | 5,598½    | 118½      |

(Signed) HERBERT J. ALLEN, *Acting Vice-Consul.*  
*British Vice-Consulate, Tamsuy, April 22, 1875.*

## (5.)—JUNK TRADE to and from Tamsuy and Kelung during 1874.

## TAMSUY ARRIVALS.

| Port whence Arriving.     | No. | Inward Cargoes.                               |
|---------------------------|-----|---|
| Singapore viâ Hong Kong.. | 2   | Sandal-wood, mangrove bark, sapan-wood, fish. |
| Hong Kong .. .. "         | 6   | " " and sundries.                             |
| Swatow .. .. "            | 1   | General.                                      |
| Tsuen-chow .. .. "        | 234 | Native cloth, vermicelli, crockery, paper.    |
| Foochow .. .. "           | 166 | Wood, paper.                                  |
| Wan-chow .. .. "          | 11  | Flint-stone, earthenware, alum, paper.        |
| Chuean.. .. "             | 1   | Wheat.  |
| Ningpo.. .. "             | 100 | Oil, cotton, nankeens, peas, salt fish.       |
| Amoy .. .. "              | 11  | Tiles, bricks, paper, mangrove bark, paper.   |
| Shanghai .. .. "          | 8   | Cotton, oil, gypsum, medicine, nankeens.      |
| Tientsin .. .. "          | 1   | Medicine and general.                         |
| Total .. .. "             | 541 |   |

## TAMSUY DEPARTURES.

| Port Cleared for. | No. | Outward Cargoes.                |
|-------------------|-----|---------------------------------|
| Kelung.. ..       | 15  | Rice, cotton.                   |
| Taiwan.. ..       | 1   | Tea, camphor, planks.           |
| Hong Kong .. ..   | 5   | Camphor, planks.                |
| Amoy .. ..        | 26  | Rice, charcoal, tea.            |
| Tseuen-chow .. .. | 215 | Rice, yams, coal, hemp, indigo. |
| Foochow .. ..     | 149 | Coal, hemp, indigo, sugar, tea. |
| Ningpo.. ..       | 138 | Indigo, sugar, rattans, rice.   |
| Shanghai .. ..    | 8   | Ditto, ditto.                   |
| San-sha .. ..     | 1   | Rice, hemp.                     |
| Tientsin .. ..    | 2   | Sugar.                          |
| Total .. ..       | 560 |                                 |

## KELUNG ARRIVALS.

| Port whence Arriving. | No. | Inward Cargoes.  |
|-----------------------|-----|--|
| Foochow .. ..         | 137 | Poles, paper, tiles, wood oil, tea oil, tobacco.       |
| Tseuen-chow .. ..     | 144 | Salt, native cloth, vermicelli, crackers, grass-cloth. |
| Hwei-an .. ..         | 61  | Cloth, " " " "   |
| Hing-hwa .. ..        | 42  | Salt fish, sweetmeats, oil, crockery, beans.           |
| Tung-gan .. ..        | 25  | Salt, bricks, ironware, earthenware, paper.            |
| Wan-chow .. ..        | 21  | Vermicelli, tobacco leaf.                              |
| Chang-chow .. ..      | 19  | Salt, bricks, earthenware, ironware, paper.            |
| Kin-mun .. ..         | 12  | Salt.  |
| Shih-tong .. ..       | 9   | Ballast.   |
| Tamsuy .. ..          | 7   | Rice, agar agar.                                       |
| Khe-lai .. ..         | 6   | Dye stuff, hemp.                                       |
| Luh-kiang .. ..       | 1   | Ballast.   |
| Taiwan.. ..           | 1   | Ditto.   |
| Chao-an .. ..         | 1   | Salt.  |
| Hai-tan .. ..         | 4   | Crockery.  |
| Shanghai .. ..        | 2   | Samshoo.   |
| Ningpo .. ..          | 5   | Ditto.   |
| Swatow .. ..          | 1   | Garlic, earthenware.                                   |
| Hong Kong .. ..       | 1   | Shoes, boots, socks, mirrors, sundries.                |
| Total .. ..           | 499 |  |

## KELUNG DEPARTURES.

| Port Cleared for. | No. | Outward Cargoes.          |
|-------------------|-----|---------------------------|
| Foochow .. ..     | 236 | Coal.                     |
| Tseuen-chow .. .. | 118 | Coal, dust, and sundries. |
| Hing-hua .. ..    | 41  | Ditto.                    |
| Kin-mun .. ..     | 24  | Ditto.                    |
| Ningpo.. ..       | 7   | Ditto.                    |
| Amoy .. ..        | 7   | Ditto.                    |
| Chin-hai .. ..    | 6   | Ditto.                    |
| Chin-kiang .. ..  | 3   | Ditto.                    |
| Wan-chow .. ..    | 2   | Ditto.                    |
| Hai-tan .. ..     | 2   | Ditto.                    |
| Tung-an .. ..     | 1   | Ditto.                    |
| Swatow.. ..       | 1   | Ditto.                    |
| Chang-chow .. ..  | 1   | Ditto.                    |
| Tamsuy .. ..      | 1   | Original cargo.           |
| Total .. ..       | 450 |                           |

(Signed) HERBERT J. ALLEN, *Vice Consul.*  
*British Vice-Consulate, Tamsuy, April 22, 1875.*

## METEOROLOGICAL Observations taken at the Port of Tamsuy, during 1874.

| Date.   | Barometer (Mercurial). |           |        |        |       |       |       |         |            |          |           |           | Thermometer (in shade.) |           |        |        |       |       |       |         |            |          |           |           |
|---------|------------------------|-----------|--------|--------|-------|-------|-------|---------|------------|----------|-----------|-----------|-------------------------|-----------|--------|--------|-------|-------|-------|---------|------------|----------|-----------|-----------|
|         | January.               | February. | March. | April. | May.  | June. | July. | August. | September. | October. | November. | December. | January.                | February. | March. | April. | May.  | June. | July. | August. | September. | October. | November. | December. |
| 1       | 30.18                  | 30.26     | 30.15  | 30.14  | 30.00 | 29.96 | 29.92 | 29.72   | 29.98      | 29.98    | 30.23     | 30.32     | 31.33                   | 31.47     | 31.69  | 31.77  | 32.00 | 32.33 | 32.33 | 78.00   | 85.17      | 80.83    | 61.47     | 53.09     |
| 2       | 30.27                  | 30.25     | 30.20  | 30.15  | 29.93 | 29.95 | 29.87 | 29.91   | 30.07      | 29.97    | 30.26     | 30.32     | 31.33                   | 31.58     | 31.72  | 31.58  | 32.33 | 32.33 | 81.67 | 82.33   | 86.17      | 81.67    | 67.50     |           |
| 3       | 30.21                  | 30.17     | 30.08  | 30.22  | 30.18 | 29.93 | 29.85 | 29.96   | 30.02      | 29.97    | 30.30     | 30.37     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 4       | 30.21                  | 30.17     | 30.08  | 30.22  | 30.18 | 29.93 | 29.85 | 29.96   | 30.02      | 29.97    | 30.30     | 30.37     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 5       | 30.21                  | 30.17     | 30.08  | 30.22  | 30.18 | 29.93 | 29.85 | 29.96   | 30.02      | 29.97    | 30.30     | 30.37     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 6       | 30.21                  | 30.17     | 30.08  | 30.22  | 30.18 | 29.93 | 29.85 | 29.96   | 30.02      | 29.97    | 30.30     | 30.37     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 7       | 30.21                  | 30.17     | 30.08  | 30.22  | 30.18 | 29.93 | 29.85 | 29.96   | 30.02      | 29.97    | 30.30     | 30.37     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 8       | 30.21                  | 30.17     | 30.08  | 30.22  | 30.18 | 29.93 | 29.85 | 29.96   | 30.02      | 29.97    | 30.30     | 30.37     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 9       | 30.26                  | 29.97     | 30.03  | 30.10  | 30.05 | 29.95 | 29.74 | 29.68   | 29.97      | 30.08    | 30.22     | 30.25     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 10      | 30.26                  | 29.97     | 30.03  | 30.10  | 30.05 | 29.95 | 29.74 | 29.68   | 29.97      | 30.08    | 30.22     | 30.25     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 11      | 30.27                  | 30.03     | 30.10  | 30.08  | 29.95 | 29.97 | 29.87 | 29.85   | 29.99      | 30.08    | 30.16     | 30.19     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 12      | 30.16                  | 30.18     | 30.26  | 30.07  | 29.95 | 29.96 | 29.95 | 29.89   | 29.97      | 30.13    | 30.17     | 30.24     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 13      | 30.33                  | 30.21     | 30.23  | 30.18  | 30.01 | 29.99 | 29.84 | 29.94   | 29.97      | 30.18    | 30.26     | 30.30     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 14      | 30.30                  | 30.37     | 30.17  | 30.10  | 29.89 | 29.93 | 29.81 | 29.90   | 29.91      | 30.16    | 30.27     | 30.16     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 15      | 30.21                  | 30.47     | 30.09  | 30.16  | 29.93 | 29.90 | 29.92 | 29.86   | 29.97      | 30.10    | 30.30     | 30.18     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 16      | 30.31                  | 30.36     | 30.33  | 30.14  | 29.92 | 29.94 | 29.87 | 29.87   | 29.96      | 30.10    | 30.23     | 30.16     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 17      | 30.43                  | 30.36     | 30.27  | 30.11  | 29.90 | 29.97 | 29.76 | 29.90   | 29.95      | 30.14    | 30.25     | 30.22     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 18      | 30.31                  | 30.20     | 30.19  | 30.10  | 29.87 | 29.98 | 29.66 | 29.88   | 29.93      | 30.13    | 30.23     | 30.19     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 19      | 30.50                  | 30.17     | 30.14  | 30.10  | 29.92 | 29.91 | 29.80 | 29.86   | 29.90      | 30.05    | 30.23     | 30.12     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 20      | 30.42                  | 30.16     | 30.24  | 30.07  | 29.96 | 29.88 | 29.86 | 29.86   | 29.90      | 30.07    | 30.21     | 30.07     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 21      | 30.38                  | 30.16     | 30.23  | 30.07  | 29.96 | 29.89 | 29.84 | 29.87   | 29.88      | 30.00    | 30.17     | 30.01     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 22      | 30.27                  | 30.20     | 30.16  | 30.03  | 29.89 | 29.85 | 29.83 | 29.83   | 29.88      | 30.06    | 30.13     | 30.26     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 23      | 30.25                  | 30.24     | 30.16  | 30.03  | 29.78 | 29.84 | 29.87 | 29.91   | 29.90      | 30.13    | 30.11     | 30.23     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 24      | 30.20                  | 30.23     | 30.06  | 30.13  | 29.81 | 29.86 | 29.91 | 29.91   | 29.94      | 30.14    | 30.29     | 30.15     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 25      | 30.24                  | 30.33     | 30.08  | 30.08  | 29.87 | 29.85 | 29.88 | 29.89   | 29.91      | 30.01    | 30.14     | 30.30     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 26      | 30.29                  | 30.30     | 30.08  | 30.08  | 29.86 | 29.90 | 29.86 | 29.89   | 29.90      | 30.01    | 30.15     | 30.39     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 27      | 30.27                  | 30.27     | 30.02  | 30.07  | 29.84 | 29.80 | 29.80 | 29.84   | 29.84      | 30.08    | 30.35     | 30.27     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 28      | 30.21                  | 30.23     | 30.08  | 30.01  | 29.73 | 29.80 | 29.85 | 29.90   | 29.90      | 30.00    | 30.07     | 30.28     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 29      | 30.15                  | ...       | 30.11  | 29.98  | 29.77 | 29.74 | 29.95 | 29.97   | 29.97      | 30.19    | 30.22     | 30.17     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 30      | 30.30                  | ...       | 30.11  | 29.92  | 29.89 | 29.95 | 29.98 | 29.98   | 29.98      | 30.17    | 30.27     | 30.24     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| 31      | 30.42                  | ...       | 30.10  | ...    | 29.92 | ...   | 29.91 | 29.76   | ...        | 30.34    | ...       | 30.37     | 31.67                   | 31.67     | 31.67  | 31.67  | 32.33 | 32.33 | 82.17 | 82.33   | 85.67      | 81.67    | 67.50     |           |
| Average | 30.29                  | 30.21     | 30.14  | 30.08  | 29.91 | 29.96 | 29.75 | 29.86   | 29.94      | 30.10    | 30.24     | 30.22     | 31.86                   | 31.83     | 31.82  | 31.83  | 31.83 | 31.83 | 83.67 | 83.92   | 82.83      | 76.00    | 61.84     | 63.19     |

British Vice-Consulate, Tamsuy, April 22, 1875.

(Signed)

HERBERT J. ALLEN, Vice-Consul.



| Date.   |     | Thermometer (in shade.) |           |        |        |       |       |       |         |            |          |           |           |
|---------|-----|-------------------------|-----------|--------|--------|-------|-------|-------|---------|------------|----------|-----------|-----------|
|         |     | January.                | February. | March. | April. | May.  | June. | July. | August. | September. | October. | November. | December. |
| 1       | ... | 55.08                   | 55.67     | 62.00  | 61.58  | 76.37 | 72.74 | 84.29 | 79.64   | 82.46      | 81.26    | 67.73     | 63.56     |
| 2       | ... | 54.08                   | 59.17     | 58.92  | 59.67  | 78.56 | 76.38 | 82.79 | 82.04   | 84.28      | 81.56    | 68.18     | 64.92     |
| 3       | ... | 53.08                   | 61.08     | 62.08  | 59.67  | 69.56 | 81.50 | 82.88 | 83.30   | 81.56      | 81.38    | 65.66     | 62.78     |
| 4       | ... | 53.42                   | 63.58     | 61.97  | 63.58  | 67.70 | 81.02 | 80.86 | 80.24   | 86.40      | 78.74    | 66.92     | 61.50     |
| 5       | ... | 49.67                   | 61.22     | 66.50  | 61.17  | 73.43 | 84.38 | 82.55 | 83.00   | 65.10      | 77.45    | 66.93     | 61.16     |
| 6       | ... | 55.42                   | 60.08     | 61.42  | 62.83  | 74.72 | 81.50 | 84.29 | 83.13   | 85.30      | 76.40    | 66.92     | 65.54     |
| 7       | ... | 57.85                   | 59.88     | 61.17  | 63.67  | 75.52 | 79.48 | 84.47 | 85.88   | 83.18      | 74.18    | 67.52     | 62.84     |
| 8       | ... | 57.83                   | 64.08     | 63.58  | 63.75  | 67.52 | 80.15 | 82.76 | 86.17   | 83.00      | 75.14    | 69.26     | 64.22     |
| 9       | ... | 56.92                   | 62.42     | 64.42  | 67.58  | 72.68 | 82.04 | 84.98 | 83.90   | 82.10      | 75.80    | 70.10     | 64.70     |
| 10      | ... | 62.33                   | 55.58     | 59.08  | 71.58  | 74.72 | 81.63 | 85.82 | 82.64   | 82.04      | 77.48    | 66.30     | 61.34     |
| 11      | ... | 64.67                   | 56.75     | 64.00  | 68.75  | 76.97 | 80.39 | 81.26 | 81.98   | 81.33      | 77.41    | 67.34     | 56.50     |
| 12      | ... | 54.08                   | 54.92     | 57.40  | 68.75  | 76.97 | 82.48 | 83.80 | 83.75   | 81.98      | 77.40    | 68.93     | 56.96     |
| 13      | ... | 55.92                   | 53.25     | 59.17  | 63.12  | 79.73 | 83.44 | 82.70 | 84.32   | 81.98      | 78.92    | 68.06     | 68.86     |
| 14      | ... | 57.58                   | 57.67     | 53.75  | 62.43  | 73.58 | 83.36 | 82.01 | 83.06   | 80.69      | 79.76    | 63.46     | 66.86     |
| 15      | ... | 53.37                   | 61.42     | 52.85  | 63.50  | 71.87 | 82.94 | 82.16 | 81.80   | 76.52      | 71.72    | 63.60     | 68.00     |
| 16      | ... | 52.97                   | 63.60     | 55.75  | 63.50  | 71.69 | 84.08 | 79.49 | 81.44   | 76.76      | 73.20    | 60.08     | 64.34     |
| 17      | ... | 51.77                   | 61.25     | 59.75  | 60.38  | 72.23 | 83.72 | 83.66 | 80.54   | 78.62      | 75.92    | 62.66     | 64.88     |
| 18      | ... | 56.33                   | 60.75     | 58.58  | 70.35  | 74.27 | 83.24 | 81.96 | 82.64   | 80.36      | 75.56    | 66.50     | 68.72     |
| 19      | ... | 58.68                   | 59.42     | 58.17  | 73.40  | 72.83 | 82.10 | 82.58 | 81.32   | 80.36      | 71.96    | 68.48     | 63.62     |
| 20      | ... | 58.76                   | 54.00     | 58.92  | 67.15  | 73.49 | 83.36 | 81.95 | 80.34   | 80.78      | 70.34    | 69.38     | 65.00     |
| 21      | ... | 60.75                   | 52.67     | 61.17  | 67.83  | 74.99 | 83.08 | 80.51 | 80.80   | 81.98      | 71.40    | 72.08     | 69.44     |
| 22      | ... | 62.75                   | 54.75     | 64.17  | 62.17  | 74.96 | 81.61 | 80.00 | 80.36   | 81.26      | 71.00    | 63.20     | 66.86     |
| 23      | ... | 55.17                   | 55.17     | 64.38  | 61.25  | 77.00 | 83.21 | 83.12 | 80.72   | 81.74      | 71.06    | 62.60     | 60.86     |
| 24      | ... | 63.92                   | 59.67     | 61.67  | 67.42  | 79.70 | 83.36 | 83.06 | 82.32   | 82.22      | 73.10    | 58.64     | 64.22     |
| 25      | ... | 62.50                   | ...       | 58.75  | 67.92  | 79.70 | 83.36 | 83.12 | 83.00   | 80.78      | 74.42    | 56.60     | 56.06     |
| 26      | ... | 63.18                   | ...       | 59.50  | 73.08  | 80.54 | 83.48 | 83.12 | 83.00   | 80.78      | 74.06    | 59.36     | 58.34     |
| 27      | ... | 54.83                   | ...       | 63.75  | 73.12  | 79.01 | 82.54 | 82.10 | 81.62   | 82.04      | 66.44    | 60.56     | 62.06     |
| 28      | ... | 52.67                   | ...       | 65.40  | ...    | 75.14 | 84.53 | 84.53 | 83.06   | 81.08      | 66.93    | 63.56     | 60.80     |
| 29      | ... | ...                     | ...       | ...    | ...    | ...   | ...   | 81.29 | 85.40   | ...        | 66.26    | ...       | 58.04     |
| 30      | ... | ...                     | ...       | ...    | ...    | ...   | ...   | 82.81 | 82.18   | 81.76      | 75.25    | 65.48     | 63.54     |
| 31      | ... | 57.70                   | 58.92     | 60.55  | 66.18  | 74.82 | 81.98 | 82.81 | 82.18   | 81.76      | 75.25    | 65.48     | 63.54     |
| Average | ... | ...                     | ...       | ...    | ...    | ...   | ...   | ...   | ...     | ...        | ...      | ...       | ...       |



CHINA.

| Date.   |     | Aneroid Barometer. |           |        |        |       |       |       |         |            |          |           |           | Rain Gauge, in inches. (Registered at 7 A.M.) |           |        |        |       |       |       |         |            |          |           |           |
|---------|-----|--------------------|-----------|--------|--------|-------|-------|-------|---------|------------|----------|-----------|-----------|---|-----------|--------|--------|-------|-------|-------|---------|------------|----------|-----------|-----------|
|         |     | January.           | February. | March. | April. | May.  | June. | July. | August. | September. | October. | November. | December. | January.                                      | February. | March. | April. | May.  | June. | July. | August. | September. | October. | November. | December. |
| 1       | ... | 30.07              | 30.26     | 30.07  | 30.06  | 29.75 | 29.70 | 29.64 | 29.58   | 29.55      | 29.53    | 29.53     | 30.15     | 2.29  | 0.29      | 0.26   | 0.19   | 0.19  | 1.57  | ...   | 0.27    | 0.19       | ...      | ...       | 0.15      |
| 2       | ... | 30.16              | 30.14     | 30.12  | 30.17  | 29.83 | 29.83 | 29.63 | 29.54   | 29.50      | 29.48    | 29.48     | 30.14     | 2.29  | 0.29      | 0.26   | 0.19   | 0.19  | 0.89  | ...   | 0.77    | 0.19       | ...      | ...       | 0.72      |
| 3       | ... | 30.10              | 30.02     | 29.98  | 30.17  | 29.80 | 29.79 | 29.63 | 29.57   | 29.53      | 29.51    | 29.51     | 30.18     | 2.29  | 0.29      | 0.26   | 0.19   | 0.19  | 0.89  | ...   | 0.77    | 0.19       | ...      | ...       | 0.15      |
| 4       | ... | 30.19              | 29.97     | 29.93  | 30.06  | 29.85 | 29.80 | 29.64 | 29.56   | 29.52      | 29.50    | 29.50     | 30.18     | 2.11  | 0.46      | 0.40   | 0.06   | 0.06  | ...   | 1.30  | 0.07    | ...        | 1.05     | ...       | 0.05      |
| 5       | ... | 30.29              | 29.95     | 29.92  | 30.03  | 29.81 | 29.74 | 29.59 | 29.51   | 29.47      | 29.45    | 29.45     | 30.19     | 0.96  | ...       | ...    | ...    | 0.06  | ...   | ...   | ...     | ...        | 0.17     | ...       | 0.83      |
| 6       | ... | 30.19              | 30.05     | 29.98  | 30.10  | 29.80 | 29.78 | 29.59 | 29.51   | 29.47      | 29.45    | 29.45     | 30.19     | 0.96  | ...       | ...    | ...    | ...   | ...   | ...   | ...     | ...        | ...      | ...       | 0.31      |
| 7       | ... | 30.19              | 30.18     | 29.92  | 30.06  | 29.73 | 29.78 | 29.59 | 29.51   | 29.47      | 29.45    | 29.45     | 30.19     | 0.96  | ...       | ...    | ...    | ...   | ...   | ...   | ...     | ...        | ...      | ...       | 0.31      |
| 8       | ... | 30.21              | 30.02     | 29.95  | 29.94  | 29.80 | 29.77 | 29.52 | 29.51   | 29.47      | 29.45    | 29.45     | 30.19     | 1.24  | 0.34      | 0.11   | ...    | ...   | ...   | ...   | 0.16    | ...        | ...      | ...       | 0.31      |
| 9       | ... | 30.21              | 29.80     | 29.92  | 29.90  | 29.83 | 29.71 | 29.64 | 29.51   | 29.47      | 29.45    | 29.45     | 30.19     | 1.24  | 0.34      | 0.11   | ...    | ...   | ...   | ...   | 0.16    | ...        | ...      | ...       | 0.31      |
| 10      | ... | 30.21              | 29.80     | 29.92  | 29.90  | 29.83 | 29.71 | 29.64 | 29.51   | 29.47      | 29.45    | 29.45     | 30.19     | 1.24  | 0.34      | 0.11   | ...    | ...   | ...   | ...   | 0.16    | ...        | ...      | ...       | 0.31      |
| 11      | ... | 30.21              | 29.80     | 29.92  | 29.90  | 29.83 | 29.71 | 29.64 | 29.51   | 29.47      | 29.45    | 29.45     | 30.19     | 1.24  | 0.34      | 0.11   | ...    | ...   | ...   | ...   | 0.16    | ...        | ...      | ...       | 0.31      |
| 12      | ... | 30.21              | 29.80     | 29.92  | 29.90  | 29.83 | 29.71 | 29.64 | 29.51   | 29.47      | 29.45    | 29.45     | 30.19     | 1.24  | 0.34      | 0.11   | ...    | ...   | ...   | ...   | 0.16    | ...        | ...      | ...       | 0.31      |
| 13      | ... | 30.21              | 29.80     | 29.92  | 29.90  | 29.83 | 29.71 | 29.64 | 29.51   | 29.47      | 29.45    | 29.45     | 30.19     | 1.24  | 0.34      | 0.11   | ...    | ...   | ...   | ...   | 0.16    | ...        | ...      | ...       | 0.31      |
| 14      | ... | 30.24              | 30.11     | 30.17  | 30.11  | 29.76 | 29.75 | 29.59 | 29.68   | 29.69      | 29.69    | 29.69     | 30.11     | 0.48  | ...       | ...    | ...    | ...   | ...   | ...   | ...     | ...        | ...      | ...       | ...       |
| 15      | ... | 30.24              | 30.27     | 30.05  | 30.02  | 29.67 | 29.66 | 29.69 | 29.61   | 29.63      | 29.63    | 29.63     | 30.18     | 0.51  | ...       | ...    | ...    | ...   | ...   | ...   | ...     | ...        | ...      | ...       | ...       |
| 16      | ... | 30.10              | 30.39     | 30.05  | 30.05  | 29.65 | 29.66 | 29.69 | 29.61   | 29.63      | 29.63    | 29.63     | 30.18     | 0.51  | ...       | ...    | ...    | ...   | ...   | ...   | ...     | ...        | ...      | ...       | ...       |
| 17      | ... | 30.20              | 30.29     | 30.13  | 30.10  | 29.75 | 29.70 | 29.66 | 29.65   | 29.66      | 29.66    | 29.66     | 30.15     | 0.53  | ...       | ...    | ...    | ...   | ...   | ...   | ...     | ...        | ...      | ...       | ...       |
| 18      | ... | 30.34              | 30.22     | 30.22  | 30.04  | 29.73 | 29.74 | 29.60 | 29.68   | 29.69      | 29.69    | 29.69     | 30.09     | 0.12  | ...       | ...    | ...    | ...   | ...   | ...   | ...     | ...        | ...      | ...       | ...       |
| 19      | ... | 30.44              | 30.17     | 30.16  | 30.03  | 29.71 | 29.73 | 29.41 | 29.62   | 29.62      | 29.62    | 29.62     | 30.11     | 0.12  | ...       | ...    | ...    | ...   | ...   | ...   | ...     | ...        | ...      | ...       | ...       |
| 20      | ... | 30.44              | 30.08     | 30.04  | 30.06  | 29.78 | 29.76 | 29.56 | 29.66   | 29.66      | 29.66    | 29.66     | 30.12     | 0.12  | ...       | ...    | ...    | ...   | ...   | ...   | ...     | ...        | ...      | ...       | ...       |
| 21      | ... | 30.34              | 30.05     | 30.15  | 29.99  | 29.81 | 29.63 | 29.58 | 29.62   | 29.62      | 29.62    | 29.62     | 30.09     | 0.63  | ...       | ...    | ...    | ...   | ...   | ...   | ...     | ...        | ...      | ...       | ...       |
| 22      | ... | 30.31              | 30.07     | 30.22  | 29.89  | 29.76 | 29.65 | 29.60 | 29.65   | 29.65      | 29.65    | 29.65     | 30.07     | 0.04  | ...       | ...    | ...    | ...   | ...   | ...   | ...     | ...        | ...      | ...       | ...       |
| 23      | ... | 30.10              | 30.01     | 30.16  | 29.76  | 29.71 | 29.68 | 29.64 | 29.64   | 29.64      | 29.64    | 29.64     | 30.18     | 0.04  | ...       | ...    | ...    | ...   | ...   | ...   | ...     | ...        | ...      | ...       | ...       |
| 24      | ... | 30.13              | 30.14     | 30.11  | 29.95  | 29.71 | 29.68 | 29.64 | 29.64   | 29.64      | 29.64    | 29.64     | 30.18     | 0.04  | ...       | ...    | ...    | ...   | ...   | ...   | ...     | ...        | ...      | ...       | ...       |
| 25      | ... | 30.12              | 30.17     | 29.96  | 29.98  | 29.63 | 29.56 | 29.65 | 29.67   | 29.67      | 29.67    | 29.67     | 30.15     | 0.04  | ...       | ...    | ...    | ...   | ...   | ...   | ...     | ...        | ...      | ...       | ...       |
| 26      | ... | 30.14              | 30.28     | 29.96  | 29.98  | 29.63 | 29.56 | 29.65 | 29.67   | 29.67      | 29.67    | 29.67     | 30.15     | 0.04  | ...       | ...    | ...    | ...   | ...   | ...   | ...     | ...        | ...      | ...       | ...       |
| 27      | ... | 30.16              | 30.23     | 29.92  | 30.00  | 29.66 | 29.60 | 29.64 | 29.71   | 29.71      | 29.71    | 29.71     | 30.19     | 0.04  | ...       | ...    | ...    | ...   | ...   | ...   | ...     | ...        | ...      | ...       | ...       |
| 28      | ... | 30.19              | 30.14     | 29.81  | 29.93  | 29.63 | 29.56 | 29.64 | 29.70   | 29.70      | 29.70    | 29.70     | 30.23     | 0.04  | ...       | ...    | ...    | ...   | ...   | ...   | ...     | ...        | ...      | ...       | ...       |
| 29      | ... | 30.08              | 30.13     | 29.96  | 29.93  | 29.49 | 29.76 | 29.61 | 29.78   | 29.78      | 29.78    | 29.78     | 30.23     | 0.22  | ...       | ...    | ...    | ...   | ...   | ...   | ...     | ...        | ...      | ...       | ...       |
| 30      | ... | 30.00              | ...       | 30.05  | 29.83  | 29.54 | 29.73 | 29.59 | 29.74   | 29.74      | 29.74    | 29.74     | 30.15     | 0.61  | ...       | ...    | ...    | ...   | ...   | ...   | ...     | ...        | ...      | ...       | ...       |
| 31      | ... | 30.16              | ...       | 30.03  | 29.76  | 29.68 | 29.69 | 29.56 | 29.67   | 29.67      | 29.67    | 29.67     | 30.15     | 0.61  | ...       | ...    | ...    | ...   | ...   | ...   | ...     | ...        | ...      | ...       | ...       |
| Average | ... | 30.19              | 30.11     | 30.03  | 29.98  | 29.70 | 29.71 | 29.60 | 29.62   | 29.71      | 29.92    | 30.15     | 30.13     | { 16.68                                       | 14.39     | 12.93  | 8.63   | 16.59 | 4.37  | 8.62  | 8.63    | 8.20       | 6.62     | 6.58      | 11.42     |
|         |     |                    |           |        |        |       |       |       |         |            |          |           |           | { 0.54  | 0.51      | 0.42   | 0.29   | 0.34  | 0.15  | 0.12  | 0.28    | 0.27       | 0.21     | 0.23      | 0.37      |

HERBERT J. ALLEN, Vice-Consul.

(Signed)

British Vice-Consulate, Tamsui, April 22, 1875.

## Annex.

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### AMOY.

#### *Report on the Trade of Amoy for the Year 1874.*

##### TONNAGE

The tonnage of British vessels frequenting the port in 1874 exceeds that of 1873 by 58,376 tons; the tonnage of foreign vessels frequenting the port during the same period shows 38,327 tons less than the previous year.

The total trade of the port in 1874, compared with 1873, shows a gross increase of 472,792*l*.

*Foreign Goods.*—The value of foreign goods imported in 1874 shows a decrease of 176,033*l*. on foreign goods imported from Hong Kong, and 4,800*l*. on foreign goods imported from Chinese ports; thus showing a total decrease of 180,833*l*.

The re-export trade between this and Formosa in foreign goods exceeds that of 1873 by 85,552*l*.

*Native Goods.*—Native goods, imported chiefly from Newchwang and Formosa, exceeded in value that of 1873 by 160,735*l*.

Native produce exported to Chinese ports, compared with 1873, shows a decrease in value of 6,494*l*.

*Transit Passes.*—The total value of foreign goods imported into the interior under transit passes was 45,306*l*.

The value of Chinese produce exported in 1874, by merchants for goods bought in the interior, was 938*l*.

Transit passes first came into use here in July 1874, during the Japanese troubles, and will, it is supposed, greatly benefit the trade of this port, and enable it to compete successfully with Swatow, as previously to the recognition of these transit passes goods found their way to many places in the Changchow Prefecture overland from Swatow, owing to the heavy lekin tax imposed upon them at Amoy.

##### EXPORTS.

The chief exports of this region are sugar, sugar candy, and tea, for the Australian and American markets.

The exports to foreign countries exceeded in value, by the sum of 303,779*l*., the shipments of the previous year.

*Sugar and Sugar Candy.*—Sugar and sugar candy, of which Changchow is the chief seat of manufacture, are exported to the Straits Settlements, Java, Manila, Saigon, Japan, Hong Kong, Siam, Australia, and many of the northern ports of China, viz., Ningpo, Shanghai, Chefoo, Tien-tsin, and Newchwang.

*Tea.*—The teas exported from Amoy are chiefly Congou, Oolong, and Souchong, which find their way mainly to the United States, Australia, and Hong Kong, for re-shipment.

|  |    |    |    |    |    |           |
|--|----|----|----|----|----|-----------|
|  |    |    |    |    |    | £         |
| In 1874 the value of tea exported to foreign countries was | .. | .. | .. | .. | .. | 1,084,450 |
| To Chinese ports for re-exportation                        | .. | .. | .. | .. | .. | 44,640    |
| Total  | .. | .. | .. | .. | .. | 1,129,090 |

which was divided as follows:—

|                            |    |    |    |    |    |         |
|----------------------------|----|----|----|----|----|---------|
|                            |    |    |    |    |    | £       |
| To Great Britain           | .. | .. | .. | .. | .. | 4,389   |
| Australia..                | .. | .. | .. | .. | .. | 26,432  |
| United States              | .. | .. | .. | .. | .. | 302,562 |
| Hong Kong (for reshipment) | .. | .. | .. | .. | .. | 169,849 |

the remainder to the Straits Settlements, Manila, Java, Saigon, and the Chinese ports. That to Chinese ports was sent to Foochow and Shanghai for re-shipment to the United States.

After tea, sugar, and sugar candy, the chief articles of export of this place are tiles, kittysols (paper umbrellas), fine and coarse China wares, fine and coarse grass cloth, artificial flowers, hemp, paper, Chinese medicine, fresh and dried fruits, which find their way chiefly to Manila, Siam, the Straits Settlements, Java, and Saigon. These goods are now carried chiefly in steamers, many of which are owned by Chinese naturalized as British subjects in the Straits Settlements. The sailing ships are yearly becoming fewer.

*Foreign Dwelling Houses.*—The number of foreign dwelling-houses in Koolangsen, where the merchants have their private residences, is yearly increasing, and number up to the present some fifty, all owned by British subjects, with the exception of the following, viz., the premises of the Great Northern Telegraph Company, those of the Spanish Consul, the offices and residence of the German Consul, and those of the Danish Consul, the Japanese Consul, the United States Consul, the American Mission, and some few small tenements owned by German subjects.

The number of foreign mercantile firms in this place is 25, viz. :—

|                       |    |    |    |    |    |    |    |
|-----------------------|----|----|----|----|----|----|----|
| British               | .. | .. | .. | .. | .. | .. | 18 |
| American              | .. | .. | .. | .. | .. | .. | 1  |
| German                | .. | .. | .. | .. | .. | .. | 1  |
| French                | .. | .. | .. | .. | .. | .. | 1  |
| Danish                | .. | .. | .. | .. | .. | .. | 3  |
| Swedish and Norwegian | .. | .. | .. | .. | .. | .. | 1  |
|                       |    |    |    |    |    |    | 25 |

The number of foreign residents is as follows:—

|                       |    |    |    |    |    |    |     |
|-----------------------|----|----|----|----|----|----|-----|
| British               | .. | .. | .. | .. | .. | .. | 103 |
| American              | .. | .. | .. | .. | .. | .. | 20  |
| German                | .. | .. | .. | .. | .. | .. | 18  |
| French                | .. | .. | .. | .. | .. | .. | 4   |
| Dutch                 | .. | .. | .. | .. | .. | .. | 1   |
| Danish                | .. | .. | .. | .. | .. | .. | 14  |
| Spanish               | .. | .. | .. | .. | .. | .. | 7   |
| Swedish and Norwegian | .. | .. | .. | .. | .. | .. | 4   |
| Italian               | .. | .. | .. | .. | .. | .. | 1   |
| Non-Treaty Powers     | .. | .. | .. | .. | .. | .. | 4   |
| Total                 | .. | .. | .. | .. | .. | .. | 176 |

The Chinese population of Amoy is about 300,000.

*Passengers.*—Amoy is a great centre of Chinese emigration. There were some 24 British ships employed during the year 1874 in carrying 7,345 passengers from this to Manila, Saigon, Java, and the Straits Settlements.

There is no direct passenger traffic between this and Australia, but there would, doubtless, be such if there were a direct line of ships or steamers trading from here to the Australian colonies. Most of the passengers from here to Australia go thither via Hong Kong.

The tables and other information contained in this report have been drawn chiefly from the records of the Chinese Customs, kindly placed at my disposal by Mr. F. Kleinwächter, the Commissioner of Customs at this port.

(Signed)

GEO. PHILLIPS, *Acting Consul.*

*Amoy, May 12, 1875.*

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CHINA. No. 5 (1875).—PART II.

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# COMMERCIAL REPORTS

BY

HER MAJESTY'S CONSULS

IN

# CHINA.

1874.

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*Presented to both Houses of Parliament by Command of Her Majesty.*  
1875.

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LONDON:  
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1875.

## LIST OF REPORTS.

---

|                             | PAGE |
|-----------------------------|------|
| Chefoo .. .. .              | 87   |
| Chinkiang .. .. .           | 172  |
| Foochow .. .. .             | 178  |
| Newchwang .. .. .           | 109  |
| Shanghae .. .. .            | 116  |
| Takow and Taiwanfoo .. .. . | 100  |

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## CHEFOO.

*Report by Consul Lay on the Trade of Chefoo for the Year 1874.*

THE trade of this port during the past year presents no new feature of striking importance. The Returns show a total of 2,597,058*l.* as compared with a total of 2,411,034*l.* for 1873, being an increase of nearly 8 per cent. A set of Tables in the usual form is appended, which will show in detail the general course of business. They are as follows :—

- No. 1. Return of British Shipping.
- No. 2. Number and Tonnage of all Foreign-built Vessels according to Nationality.
- No. 3. A Summary of Direct Trade with Foreign Countries.
- No. 4. A Summary of Indirect and Native Coast Trade.
- No. 5. Imports of Foreign Merchandize.
- No. 6. Imports of Native Merchandize from Chinese Ports and Hong Kong.
- No. 7. Exports of Native Produce.
- No. 8. Comparative Table of the Principal Imports for the last Five Years.
- No. 9. Comparative Table of the Principal Exports for the last Five Years.
- No. 10. Statement of the Import and Export of Treasure.

Taking these in order, I shall remark upon the principal points of interest that present themselves. I may, however, say at the outset that, having in previous Reports fully discussed the capabilities of the port and the general prospects of British trade, my remarks in the present instance will be brief.

As compared with last year the most notable change in the Shipping Returns is the increase in Chinese-owned merchant-steamers, the numbers being 46 as against 15 in 1873, and *nil* in 1872. These steamers belong, as was remarked in last year's Report, to a native merchants' company (said to be largely subsidized from official sources), formed for the purpose of conveying tribute rice from the provinces to Tientsin, and for competing with foreign lines of steamers for the general carrying trade on the coast. It was anticipated that a great reduction in the rates of freight would follow this competition; but, so far, this has not taken place, nor has the experiment yet been long enough tried to enable one to give an opinion on the ultimate effects that it may have on the fortunes of the local carrying trade in these seas.

Table No. 3 shows the total value of all trade with foreign countries direct. Although there is a considerable advance on last year's figures, the amount is still comparatively small. The attempts that have from time to time been made to lay down British manufactured goods direct have not, as a rule, been successful. The saving thereby effected on freight is more than counteracted by the disturbance in the local market, caused by the sudden arrival of supplies far exceeding the demand; and the native dealers are shrewd enough to refrain from outbidding one another, till in the end the importer may be forced to sell on their terms.

Of the total amount of direct British trade, more than half is made up

of re-exports of foreign manufactures from Hong Kong. Shipments to the extent of only 37,584*l.* were made direct from Great Britain, and the balance consists of coals from Australia and miscellaneous items from the Straits Settlements. The figures as compared with the last two years are:—

## IMPORTS DIRECT.

|  | 1872.     | 1873.   | 1874.     |
|--|-----------|---------|-----------|
|  | £         | £       | £         |
| From Great Britain .. ..   | 65,618    | 21,642  | 37,584    |
| Australia .. ..  | 9,900     | 5,036   | 4,812     |
| Singapore and Straits . .  | 523       | 51      | 634       |
| Total .. ..  | 76,041    | 26,729  | 43,030    |
| British goods imported <i>via</i> Hong Kong<br>and Chinese ports, viz.:— |           |         |           |
| Opium .. ..  | 542,237   | 472,804 | 631,448   |
| Cotton goods . . . .   | 617,361   | 414,050 | 417,658   |
| Woollens. . . .  | 55,107    | 64,180  | 56,583    |
| Metals .. ..   | 23,544    | 12,694  | 21,232    |
| Total British Imports ..   | 1,314,280 | 990,457 | 1,169,951 |

It will be observed from the above Table that there has been a considerable increase in the importation of opium, the quantity for this year being greater than that for any previous year for a long period. It does not necessarily follow of course that the actual consumption of the drug has increased in the same proportion; but from a comparison of the last five years it seems that, as a matter of fact, a gradual increase has been going on. Malwa almost entirely commands the market here, there being only a very insignificant demand for other kinds.

The consumption of cotton manufactures continues on the same scale as during last year, both years having largely fallen short of the figures for the previous years. The falling off is particularly noticeable in T-cloths, the quantity taken being only about 190,000 pieces during each of the two past years, as compared with an average of nearly 400,000 pieces for the period 1870-72. There is not, however, any reason for supposing that this falling off will be permanent. The decrease is not peculiar to this port, and is moreover readily accounted for by the notorious overtrading and glutting of all the native markets during the latter of the above-mentioned periods, a state of things that was still further aggravated by plentiful cotton harvests all over the Empire. It is to be expected that, when these and other causes have passed away, this branch of trade will resume its former dimensions.

Metals show a satisfactory increase as compared with last year, though the total is still considerably under that of some previous years.

The demand for woollens continues on the same scale, and does not appear likely to make any great advance. The only point worthy of notice is that the demand, which was previously all for lustrés, seems by one of those freaks of fashion to have suddenly become all for Orleans.

With regard to exports the only change to be remarked is the great increase in the quantity of straw braid that has left the port. Most of it is destined for foreign consumption, America taking the principal share. This staple has been steadily increasing, and promises in time to be an important item of produce, the amount exported having risen from 4,086 piculs in 1870, to 13,176 piculs in 1874. The braid is said to be made from the stalks of wheat grown in the Prefectures of Ching-chow and

Tsi-nan-foo, distant some 200 or 300 miles from Chefoc. The manufacture is carried on entirely by women and girls.

Politically, there has been nothing calling for especial comment during the year. My relations with the native authorities continue friendly, and British subjects have freely travelled through the Province without molestation.

In the end of 1873 an American missionary was expelled from the inland district town of Chemeh, and his house plundered and spoiled by the mob after his departure. The matter was investigated during the month of May, at a joint inquiry held here before the Taotai and the United States' Consul for Tientsin, which ended satisfactorily in the punishment of the ringleaders, and payment of indemnification. The Taotai further caused Proclamations to be issued, strongly condemning such proceedings, and no further difficulties have been reported.

About the beginning of the year a French priest complained to me, as French Vice-Consul, that his converts had been molested, and his work interfered with by the populace at the same place. I thereupon addressed a representation to the Taotai, who at once issued a Proclamation on the subject, which had the effect of putting a stop to the attempted opposition.

(Signed) W. H. LAY, *Consul*.



(No. 1.)—SHIPPING RETURN, CHEFOO, 1874.  
BRITISH.

| ENTERED.        |          |              |                 | CLEARED.        |          |              |                 | TOTAL ENTERED AND CLEARED. |          |              |                 |
|-----------------|----------|--------------|-----------------|-----------------|----------|--------------|-----------------|----------------------------|----------|--------------|-----------------|
| No. of Vessels. | Tonnage. | No. of Crew. | Value of Cargo. | No. of Vessels. | Tonnage. | No. of Crew. | Value of Cargo. | No. of Vessels.            | Tonnage. | No. of Crew. | Value of Cargo. |
| 202             | 92,994   | No return    | £ 958,925*      | 203             | 93,547   | No return    | £ 190,247       | 405                        | 186,541  | ..           | £ 1,149,172     |

## FOREIGN.

| ENTERED.        |                   |                |                 | CLEARED.        |                   |                |                 | TOTAL ENTERED AND CLEARED. |                   |              |                 |
|-----------------|-------------------|----------------|-----------------|-----------------|-------------------|----------------|-----------------|----------------------------|-------------------|--------------|-----------------|
| No. of Vessels. | Tonnage.          | No. of Crew.   | Value of Cargo. | No. of Vessels. | Tonnage.          | No. of Crew.   | Value of Cargo. | No. of Vessels.            | Tonnage.          | No. of Crew. | Value of Cargo. |
| 378<br>46†      | 171,521<br>27,710 | No return<br>" | £ ..<br>..      | 375<br>46†      | 170,571<br>27,710 | No return<br>" | £ ..<br>..      | 753<br>92†                 | 342,092<br>55,420 | ..<br>..     | £ ..<br>..      |
| 424             | 199,231           | ..             | 923,218         | 421             | 198,280           | ..             | 524,668         | 845                        | 397,512           | ..           | 1,477,886       |

Total British and Foreign Entered—  
 Number of Vessels ..  
 Tonnage .. 292,225  
 Number of Crew ..  
 Value of Cargo £1,882,143

Total British and Foreign Cleared—  
 Number of Vessels ..  
 Tonnage .. 291,828  
 Number of Crew ..  
 Value of Cargo .. £714,915

Total British and Foreign Entered and Cleared—  
 Number of Vessels .. 1,250  
 Tonnage .. 584,053  
 Number of Crew ..  
 Value of Cargo £2,597,058

(Signed) W. H. LAY, Consul.

+ Chinese steamers.

\* Local currency converted into sterling at the rate of 1 tael equal to 6s.

(No. 2.)—SHIPPING.

## NUMBER and Tonnage of Foreign Vessels Entered and Cleared under each Flag for the Year 1874.

| Nationalities.                               | INWARDS.    |         |             |        | CLEARED OUTWARDS. |         |             |         |             |         | Total,<br>Inwards and<br>Outwards. |         |        |         |
|--|-------------|---------|-------------|--------|-------------------|---------|-------------|---------|-------------|---------|------------------------------------|---------|--------|---------|
|  | With Cargo. |         | In Ballast. |        | Total.            |         | With Cargo. |         | In Ballast. |         |                                    |         | Total. |         |
|  | No.         | Tons.   | No.         | Tons.  | No.               | Tons.   | No.         | Tons.   | No.         | Tons.   |                                    |         | No.    | Tons.   |
|  |             |         |             |        |                   |         |             |         |             |         |                                    |         |        |         |
| British ..                                   | 141         | 66,391  | 61          | 26,603 | 202               | 92,994  | 123         | 51,644  | 80          | 41,903  | 203                                | 93,547  | 405    | 186,541 |
| American ..                                  | 115         | 70,337  | 67          | 40,363 | 182               | 110,700 | 117         | 66,298  | 65          | 44,777  | 182                                | 111,075 | 364    | 221,775 |
| German ..                                    | 95          | 24,915  | 56          | 17,472 | 151               | 42,387  | 137         | 38,451  | 11          | 2,890   | 148                                | 41,341  | 299    | 83,728  |
| French ..                                    | 4           | 1,987   | 2           | 629    | 6                 | 2,616   | 5           | 2,344   | ..          | ..      | 5                                  | 2,344   | 11     | 4,960   |
| Dutch ..                                     | 5           | 1,349   | ..          | ..     | 5                 | 1,349   | 4           | 1,162   | 1           | 174     | 5                                  | 1,336   | 10     | 2,685   |
| Danish ..                                    | 4           | 1,042   | ..          | ..     | 4                 | 1,042   | 4           | 1,039   | 1           | 253     | 5                                  | 1,292   | 9      | 2,334   |
| Norwegian and Swe-<br>dish ..                | 3           | 781     | ..          | ..     | 3                 | 781     | 2           | 387     | ..          | ..      | 2                                  | 387     | 5      | 1,168   |
| Russian ..                                   | 1           | 208     | ..          | ..     | 1                 | 208     | 1           | 208     | ..          | ..      | 1                                  | 208     | 2      | 416     |
| Hawaiian ..                                  | 2           | 936     | 1           | 473    | 3                 | 1,419   | 2           | 946     | 1           | 473     | 3                                  | 1,419   | 6      | 2,838   |
| Siamese ..                                   | 22          | 10,719  | 1           | 300    | 23                | 11,019  | 24          | 11,169  | ..          | ..      | 24                                 | 11,169  | 47     | 22,188  |
| Total  | 392         | 178,675 | 188         | 85,840 | 580               | 264,515 | 419         | 173,648 | 159         | 90,470  | 578                                | 264,118 | 1,158  | 528,633 |
| Chinese-owned vessels<br>of foreign build .. | 28          | 16,889  | 18          | 10,821 | 46                | 27,710  | 26          | 15,341  | 20          | 12,369  | 46                                 | 27,710  | 92     | 55,420  |
|  | 420         | 195,564 | 206         | 96,661 | 626               | 292,225 | 445         | 188,989 | 179         | 102,839 | 624                                | 291,828 | 1,250  | 584,053 |

(Signed) W. H. LAY, Consul.

## (No. 3.)—DIRECT TRADE. Imports and Exports.

| General Imports,<br>British and Foreign. | General Exports,<br>British and Foreign. | Total<br>General Imports and<br>Exports. | British Imports,<br>as distinguished from<br>Foreign. | British Exports,<br>as distinguished from<br>Foreign. | Total British<br>Imports and Exports,<br>as distinguished<br>from Foreign. | Remarks.  |
|--|--|--|---|---|--|---|
| £<br>238,313                             | £<br>44,310                              | £<br>282,623                             | £<br>145,063  | £<br>28,274   | £<br>173,337   | Values calculated at exchange<br>of 6s. = 1 tael. |

*Treasure.*

|   | £  | £      |
|---|----|--------|
| Imported from Great Britain or British Colonies | .. | ..     |
| Imported from other Foreign Countries           | .. | ..     |
| Total Treasure imported                         | .. | 450    |
| Exported to Great Britain or British Colonies   | .. | ..     |
| Exported to other Foreign Countries             | .. | ..     |
| Total Treasure exported                         | .. | 5,430  |
| Total Treasure Imported and Exported            | .. | £5,880 |

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## (No. 4.)—INDIRECT Trade (Coast or River Trade). Imports and Exports.

| General Imports,<br>in British and<br>Foreign Vessels. | General Exports,<br>in British and<br>Foreign Vessels. | Total General<br>Imports and Exports,<br>in British and<br>Foreign Vessels. | Imports<br>in British Vessels,<br>as distinguished from<br>Foreign. | Exports<br>in British Vessels,<br>as distinguished from<br>Foreign. | Total<br>Imports and Exports<br>in British Vessels,<br>as distinguished from<br>Foreign. | Remarks.                                      |
|--|--|---|---|---|--|---|
| £<br>1,643,831   | £<br>670,606   | £<br>2,314,437  | £<br>890,977  | £<br>177,564  | £<br>1,068,541   | Values estimated at exchange<br>of 1 tael=6s. |

*Treasure.*

|   |    |          |    |
|---|----|----------|----|
| Imported in British vessels   | £  | £        | £  |
| Imported in Foreign vessels   | .. | ..       | .. |
|   | .. | 33,667   | .. |
|   | .. | ..       | .. |
| Total   | .. | 33,667   | .. |
| Total Treasure Imported and Exported in British and Foreign Vessels | .. | Total    | .. |
|   | .. | £828,654 | .. |

£  
749,987  
794,987

(Signed) W. H. LAY, Consul.

## (No 5.)—TRADE in Foreign Goods.

## IMPORTS AND RE-EXPORTS.

|                                |        |         |  | Value.  | Re-exports. | Value. |
|--------------------------------|--------|---------|--|---------|-------------|--------|
|                                |        |         |  | £       |             | £      |
| Cotton piece goods—            |        |         |  |         |             |        |
| Shirtings, grey .. ..          | Pieces | 438,399 |  | 236,495 | 10,700      | 5,778  |
| „ white .. ..                  | „      | 21,240  |  | 12,110  | 877         | 499    |
| „ spotted and figured ..       | „      | 5,048   |  | 3,483   | 1,200       | 828    |
| „ dyed, plain .. ..            | „      | 5,967   |  | 4,479   | 1,060       | 795    |
| „ spotted and bro-             |        |         |  |         |             |        |
| caded .. ..                    | „      | 2,728   |  | 2,244   | 928         | 732    |
| T-cloths .. ..                 | „      | 193,513 |  | 86,743  | 9,280       | 4,178  |
| Drills, English .. ..          | „      | 21,815  |  | 17,731  | 623         | 505    |
| „ American .. ..               | „      | 6,173   |  | 6,483   | 1,741       | 1,828  |
| „ Dutch .. ..                  | „      | 1,650   |  | 1,188   | ..          | ..     |
| Brocades, dyed .. ..           | „      | 13,525  |  | 11,593  | 1,440       | 1,210  |
| „ white .. ..                  | „      | 1,260   |  | 869     | ..          | ..     |
| Chintzes .. ..                 | „      | 9,390   |  | 3,944   | 1,150       | 483    |
| Cottonades .. ..               | „      | 760     |  | 388     | ..          | ..     |
| Damasks .. ..                  | „      | 2,884   |  | 4,153   | 120         | 172    |
| Handkerchiefs .. ..            | „      | 1,796   |  | 361     | 300         | 63     |
| Jeans, English and Dutch ..    | „      | 20,480  |  | 12,258  | ..          | ..     |
| Mahomedans .. ..               | „      | 1,033   |  | 1,548   | 30          | 45     |
| Muslins and lawns .. ..        | „      | 1,340   |  | 402     | 100         | 30     |
| Turkey reds .. ..              | „      | 25,810  |  | 14,585  | 265         | 159    |
| Sheetings, American .. ..      | „      | 1,060   |  | 890     | 100         | 84     |
| Velvets .. ..                  | „      | 1,538   |  | 2,644   | 24          | 41     |
| Cotton lastings .. ..          | „      | 7,352   |  | 10,598  | 410         | 618    |
| „ yarn .. ..                   | „      | 1,622   |  | 15,574  | 0·18        | 2      |
| „ thread .. ..                 | „      | 15      |  | 285     | 11·40       | 205    |
| Woollen goods:—                |        |         |  |         |             |        |
| Camlets, English .. ..         | „      | 1,230   |  | 5,166   | 40          | 168    |
| Cloth, broad and medium ..     | „      | 558     |  | 5,022   | 68          | 612    |
| Russian .. ..                  | „      | 277     |  | 2,387   | 31          | 288    |
| Flannel .. ..                  | „      | 58      |  | 509     | ..          | ..     |
| Lastings .. ..                 | „      | 957     |  | 3,153   | 30          | 103    |
| Long ells .. ..                | „      | 620     |  | 1,209   | ..          | ..     |
| Lustres and Orleans .. ..      | „      | 23,171  |  | 27,805  | 2,620       | 3,144  |
| Crape .. ..                    | „      | 1,010   |  | 1,083   | ..          | ..     |
| Spanish stripe .. ..           | „      | 2,695   |  | 9,702   | 78          | 281    |
| Woollen and cotton mixtures .. | „      | 658     |  | 931     | 102         | 112    |
| Metals:—                       |        |         |  |         |             |        |
| Copper .. ..                   | Piculs | 115     |  | 491     | ..          | ..     |
| Iron bar .. ..                 | „      | 5,735   |  | 5,410   | 263         | 253    |
| Nail-rod iron .. ..            | „      | 4,787   |  | 5,629   | 953         | 1,086  |
| Iron wire .. ..                | „      | 517     |  | 1,086   | 95          | 201    |
| Lead, in pigs .. ..            | „      | 4,485   |  | 7,669   | 137         | 234    |
| Quicksilver .. ..              | „      | 26      |  | 738     | 3           | 80     |
| Tin, in slabs .. ..            | „      | 424     |  | 3,257   | 26          | 210    |
| „ plates .. ..                 | „      | 60      |  | 378     | ..          | ..     |
| Steel .. ..                    | „      | 1,405   |  | 1,897   | 158         | 218    |
| Sundries:—                     |        |         |  |         |             |        |
| Aniseed, star .. ..            | „      | 555     |  | 3,931   | 48          | 141    |
| Bark, mangrove .. ..           | „      | 1,487   |  | 446     | ..          | ..     |
| Betel nuts .. ..               | „      | 1,662   |  | 1,495   | 213         | 192    |
| Borax .. ..                    | „      | 102     |  | 445     | 5           | 23     |
| Camphor .. ..                  | „      | 159     |  | 763     | 31          | 156    |
| Canvas .. ..                   | Bolts  | 213     |  | 447     | 4           | 8      |
| Cardamums, superior .. ..      | Piculs | 23      |  | 954     | 0·15        | 6      |
| „ inferior .. ..               | „      | 272     |  | 1,288   | 1·50        | 8      |
| Cassia lignea .. ..            | „      | 155     |  | 606     | ..          | ..     |
| Coal .. ..                     | Tons   | 3,068   |  | 11,047  | ..          | ..     |
| Dye stuffs .. ..               | Piculs | ..      |  | 579     | ..          | 30     |
| Fish-maws .. ..                | „      | 60      |  | 636     | 14          | 146    |



|                        |    |          |         | Value.    | Re-exports. | Value. |
|------------------------|----|----------|---------|-----------|-------------|--------|
|                        |    |          |         | £         |             | £      |
| Feathers, kingfishers' | .. | Pieces   | 20,600  | 742       | ..          | ..     |
| Glass, window ..       | .. | Sq. feet | 93,400  | 928       | 10,100      | 90     |
| Gum, olibanum ..       | .. | Piculs   | 157     | 559       | ..          | ..     |
| Horns, deer, young     | .. | Pairs    | 57      | 855       | ..          | ..     |
| „ rhinoceros ..        | .. | „        | 10      | 3,183     | ..          | ..     |
| Isinglass ..           | .. | Piculs   | 411     | 2,839     | 9           | 65     |
| Matches ..             | .. | Gross    | 20,375  | 4,812     | 5,000       | 1,110  |
| Medicine ..            | .. | Piculs   | 777     | 2,113     | 14          | 33     |
| Needles ..             | .. | Mille    | 141,021 | 7,855     | 10,000      | 568    |
| Oil, kerosine ..       | .. | Gallons  | 6,680   | 523       | ..          | ..     |
| Opium, Malwa ..        | .. | Piculs   | 4,368   | 617,689   | 300         | 42,620 |
| „ Patna ..             | .. | „        | 32      | 4,412     | 7           | 994    |
| „ Benares ..           | .. | „        | 67      | 8,770     | 7           | 940    |
| „ Persian ..           | .. | „        | 5       | 577       | 5           | 577    |
| Paint ..               | .. | „        | 253     | 962       | ..          | ..     |
| Peel, orange ..        | .. | „        | 540     | 308       | ..          | ..     |
| Pepper, black ..       | .. | „        | 3,671   | 13,217    | 90          | 326    |
| „ white ..             | .. | „        | 126     | 569       | 49          | 220    |
| Putchuck ..            | .. | „        | 426     | 1,918     | 7           | 31     |
| Rattans ..             | .. | „        | 546     | 460       | ..          | ..     |
| Rope, European ..      | .. | „        | 124     | 369       | ..          | ..     |
| „ Manilla ..           | .. | „        | 101     | 512       | ..          | ..     |
| Seaweed, Japanese and  | .. | „        | ..      | ..        | ..          | ..     |
| Siamese ..             | .. | „        | 42,967  | 25,660    | 3,654       | 2,193  |
| Seaweed, Russian ..    | .. | „        | 60,091  | 19,830    | 7,122       | 2,352  |
| Sharks'-fins, black    | .. | „        | 104     | 730       | 6           | 47     |
| „ white ..             | .. | „        | 61      | 935       | 5           | 85     |
| Sugar, brown ..        | .. | „        | 16,624  | 14,963    | 860         | 774    |
| „ white ..             | .. | „        | 4,155   | 7,479     | 211         | 380    |
| Tea, Japan ..          | .. | „        | 902     | 1,088     | 314         | 337    |
| Ultramarine ..         | .. | „        | 92      | 399       | ..          | ..     |
| Timber, of all kinds   | .. | Pieces   | 778     | 358       | 80          | 72     |
| Wood, red ..           | .. | Piculs   | 590     | 531       | ..          | ..     |
| „ sandal ..            | .. | „        | 491     | 1,105     | 32          | 72     |
| „ sapan ..             | .. | „        | 27,521  | 20,644    | 1,208       | 906    |
| Sundries ..            | .. | ..       | ..      | 7,358     | ..          | 3,366  |
| Total ..               | .. | ..       | ..      | 1,332,472 | ..          | 84,109 |

(Signed)

W. H. LAY, *Consul*.

## (No. 6.)—NATIVE PRODUCE.

## IMPORTS AND RE-EXPORTS.

|                            |    |        |         | Value. | Re-exports. | Value. |
|----------------------------|----|--------|---------|--------|-------------|--------|
|                            |    |        |         | £      |             | £      |
| Aniseed, star ..           | .. | Piculs | 124     | 744    | ..          | ..     |
| Arsenic ..                 | .. | „      | 1,062   | 1,914  | 192         | 346    |
| Bamboos, split ..          | .. | „      | 1,618   | 838    | 425         | 223    |
| „ ware ..                  | .. | „      | 546     | 398    | 55          | 41     |
| Brass buttons ..           | .. | „      | 419     | 6,294  | 30          | 460    |
| „ ware ..                  | .. | „      | 42      | 381    | 14          | 125    |
| Cassia lignea ..           | .. | „      | 231     | 880    | 51          | 200    |
| Cotton, native ..          | .. | „      | 890     | 3,071  | 150         | 542    |
| Fans, palm-leaf, untrimmed | .. | Pieces | 154,739 | 697    | ..          | ..     |
| „ paper ..                 | .. | „      | 608,453 | 4,939  | ..          | ..     |
| Fruit, dried ..            | .. | Piculs | 1,031   | 1,284  | 358         | 442    |
| Fungus ..                  | .. | „      | 89      | 401    | ..          | ..     |
| Ginger, fresh ..           | .. | „      | 2,460   | 1,461  | 30          | 17     |

|                              |        |         |  |  | Value.  | Re-exports. | Value. |
|------------------------------|--------|---------|--|--|---------|-------------|--------|
|                              |        |         |  |  | £       |             | £      |
| Ginseng, Corean, 2nd quality | Piculs | 1·69    |  |  | 406     | 0·10        | 6      |
| „ native .. ..               | „      | 78      |  |  | 4,243   | 3           | 243    |
| Grasscloth, fine .. ..       | „      | 11      |  |  | 304     | ..          | ..     |
| „ coarse .. ..               | „      | 1,343   |  |  | 12,091  | 15          | 137    |
| Indigo, dry .. ..            | „      | 688     |  |  | 6,194   | 274         | 2,462  |
| „ liquid .. ..               | „      | 92      |  |  | 388     | ..          | ..     |
| Lead, red .. ..              | „      | 144     |  |  | 347     | ..          | ..     |
| „ white .. ..                | „      | 991     |  |  | 2,424   | 295         | 665    |
| „ yellow .. ..               | „      | 524     |  |  | 1,252   | 51          | 123    |
| Lungugan, pulp .. ..         | „      | 214     |  |  | 348     | 23          | 37     |
| Lotus nuts .. ..             | „      | 75      |  |  | 341     | ..          | ..     |
| Mats, straw and tea          | Pieces | 37,883  |  |  | 620     | 190         | 2      |
| Medicine .. ..               | Piculs | 2,742   |  |  | 3,639   | 202         | 360    |
| Nutgalls .. ..               | „      | 822     |  |  | 1,728   | ..          | ..     |
| Oil, wood .. ..              | „      | 3,136   |  |  | 6,590   | ..          | ..     |
| „ tea .. ..                  | „      | 141     |  |  | 425     | ..          | ..     |
| Opium, prepared .. ..        | „      | 3·68    |  |  | 729     | ..          | ..     |
| Paper, 1st quality .. ..     | „      | 3,155   |  |  | 11,452  | 606         | 2,179  |
| „ 2nd quality .. ..          | „      | 24,522  |  |  | 36,785  | 1,144       | 1,716  |
| „ joss .. ..                 | „      | 3,441   |  |  | 14,902  | 663         | 2,363  |
| Preserves .. ..              | „      | 1,710   |  |  | 3,591   | 106         | 222    |
| Rice, red .. ..              | „      | 839     |  |  | 1,766   | 197         | 459    |
| Seeds, flower .. ..          | „      | 295     |  |  | 935     | ..          | ..     |
| Sharks' fins, black .. ..    | „      | 95      |  |  | 684     | ..          | ..     |
| „ white .. ..                | „      | 92      |  |  | 1,383   | ..          | ..     |
| Silk and cotton mixtures     | „      | 18      |  |  | 1,199   | 6           | 382    |
| Silk ribbons .. ..           | „      | 32      |  |  | 4,410   | 2           | 324    |
| „ raw .. ..                  | „      | 7       |  |  | 672     | ..          | ..     |
| „ thread .. ..               | „      | 4       |  |  | 520     | ..          | ..     |
| „ piece goods .. ..          | „      | 303     |  |  | 42,777  | 1           | 143    |
| Steel .. ..                  | „      | 4,741   |  |  | 7,082   | 10          | 14     |
| Sugar, brown .. ..           | „      | 209,396 |  |  | 188,474 | 19,331      | 17,398 |
| „ candy .. ..                | „      | 14,829  |  |  | 29,933  | 2,377       | 4,813  |
| „ white .. ..                | „      | 61,938  |  |  | 111,490 | 1,209       | 2,176  |
| Tin foil .. ..               | „      | 87      |  |  | 469     | 7           | 40     |
| Tobacco, prepared .. ..      | „      | 1,285   |  |  | 6,552   | 143         | 724    |
| Turmeric .. ..               | „      | 5,141   |  |  | 5,217   | 800         | 840    |
| Tea .. ..                    | „      | 345     |  |  | 3,460   | 11          | 114    |
| Vermillion .. ..             | „      | 58      |  |  | 1,045   | 8           | 135    |
| Wax, white .. ..             | „      | 87      |  |  | 1,308   | ..          | 29     |
| Sundries .. ..               | „      | ..      |  |  | 8,194   | ..          | 2,184  |
| Total .. ..                  | ..     | ..      |  |  | 549,671 | ..          | 42,686 |

(Signed)

W. H. LAY, *Consul*.

## (No. 7.)—NATIVE PRODUCE.

## EXPORTS.

|                     |   |   |        |         | Value.  |
|---------------------|---|---|--------|---------|---------|
|                     |   |   |        |         | £       |
| Arsenic .. ..       | „ | „ | Piculs | 192     | 340     |
| Almonds .. ..       | „ | „ | „      | 215     | 1,167   |
| Bags, hemp .. ..    | „ | „ | Pieces | 45,750  | 438     |
| Beans .. ..         | „ | „ | Piculs | 290,543 | 78,695  |
| Bean-cake .. ..     | „ | „ | „      | 876,093 | 186,875 |
| Barley .. ..        | „ | „ | „      | 1,783   | 837     |
| Biche de mer, black | „ | „ | „      | 23      | 386     |
| Brass buttons .. .. | „ | „ | „      | 30      | 459     |

|                              |    |    |        |         | Value.  |
|------------------------------|----|----|--------|---------|---------|
|                              |    |    |        |         | £       |
| Chillies, dried .. .. .      | .. | .. | Piculs | 160     | 481     |
| Cotton .. .. .               | .. | .. | ..     | 321     | 1,129   |
| Dates, black .. .. .         | .. | .. | ..     | 11,854  | 10,283  |
| „ red .. .. .                | .. | .. | ..     | 34,968  | 18,920  |
| Dye stuffs .. .. .           | .. | .. | ..     | 2,902   | 6,955   |
| Fish, salt .. .. .           | .. | .. | ..     | 4,008   | 3,616   |
| Fruits, dried .. .. .        | .. | .. | ..     | 1,246   | 1,042   |
| „ fresh .. .. .              | .. | .. | ..     | 5,579   | 2,038   |
| Fungus .. .. .               | .. | .. | ..     | 389     | 1,751   |
| Ginseng, Corean, 1st quality | .. | .. | ..     | 28      | 11,468  |
| „ „ 2nd quality              | .. | .. | ..     | 2       | 458     |
| „ native .. .. .             | .. | .. | ..     | 14      | 1,036   |
| Glassware .. .. .            | .. | .. | ..     | 615     | 3,231   |
| Hats, straw .. .. .          | .. | .. | Pieces | 139,839 | 4,979   |
| Hops .. .. .                 | .. | .. | Piculs | 550     | 367     |
| Horns, young deer's .. ..    | .. | .. | Pairs  | 332     | 4,980   |
| Indigo, dry .. .. .          | .. | .. | Piculs | 273     | 2,461   |
| Lead, white .. .. .          | .. | .. | ..     | 295     | 665     |
| Lily flowers .. .. .         | .. | .. | ..     | 1,546   | 3,248   |
| Liquorice .. .. .            | .. | .. | ..     | 5,296   | 3,654   |
| Medicine .. .. .             | .. | .. | ..     | 11,651  | 18,842  |
| Oil, bean .. .. .            | .. | .. | ..     | 20,032  | 19,393  |
| Paper, 1st quality .. .. .   | .. | .. | ..     | 605     | 2,179   |
| „ 2nd „ .. .. .              | .. | .. | ..     | 1,144   | 1,716   |
| „ joss .. .. .               | .. | .. | ..     | 663     | 2,362   |
| Prawns, dried .. .. .        | .. | .. | ..     | 121     | 475     |
| Rice, red .. .. .            | .. | .. | ..     | 196     | 459     |
| Shrimps, dried .. .. .       | .. | .. | ..     | 12,368  | 8,322   |
| Seeds, melon .. .. .         | .. | .. | ..     | 2,395   | 2,155   |
| „ sesamum .. .. .            | .. | .. | ..     | 1,260   | 567     |
| Silk, wild, raw .. .. .      | .. | .. | ..     | 8       | 418     |
| „ yellow .. .. .             | .. | .. | ..     | 8       | 462     |
| „ waste .. .. .              | .. | .. | ..     | 37      | 394     |
| „ and cotton mixtures        | .. | .. | ..     | 6       | 382     |
| „ ribbons .. .. .            | .. | .. | ..     | 2       | 324     |
| „ pongees, Shantung ..       | .. | .. | ..     | 744     | 32,692  |
| Skins, all kinds .. .. .     | .. | .. | Pieces | 3,924   | 1,750   |
| Sugar, brown .. .. .         | .. | .. | Piculs | 19,331  | 17,398  |
| „ white .. .. .              | .. | .. | ..     | 1,208   | 2,178   |
| „ candy .. .. .              | .. | .. | ..     | 2,377   | 4,813   |
| Straw braid .. .. .          | .. | .. | ..     | 13,177  | 77,913  |
| Tobacco, prepared .. .. .    | .. | .. | ..     | 943     | 1,533   |
| Vermicelli .. .. .           | .. | .. | ..     | 73,382  | 70,579  |
| Walnuts .. .. .              | .. | .. | ..     | 1,972   | 1,392   |
| Wool, sheep's .. .. .        | .. | .. | ..     | 1,589   | 2,386   |
| Sundries .. .. .             | .. | .. | ..     | ..      | 7,758   |
| Total .. .. .                | .. | .. | ..     | ..      | 630,807 |

(Signed)

W. H. LAY, Consul.

(No. 8).—COMPARATIVE TABLE of the Principal Articles of Import for the Years 1870, 1871, 1872, 1873, and 1874.

|                                   | 1870.   | 1871.   | 1872.   | 1873.   | 1874.   |
|-----------------------------------|---------|---------|---------|---------|---------|
| Betel nuts ... .. piculs          | 1,342   | 853     | 903     | 474     | 1,661   |
| Buttons, brass ... ..             | 154     | 304     | 435     | 309     | 419     |
| Coals, foreign ... .. tons        | 3,124   | 3,538   | 4,793   | 3,570   | 3,068   |
| Cotton, raw ... .. piculs         | 3,587   | 11,633  | 16,182  | 5,918   | 890     |
| Cotton piece goods—               |         |         |         |         |         |
| Brocades, dyed ... .. pieces      | 7,758   | 6,977   | 12,100  | 11,960  | 13,552  |
| " white ... ..                    | 955     | 2,350   | 2,350   | 3,199   | 1,260   |
| Chintzes ... ..                   | 14,857  | 5,223   | 12,651  | 11,531  | 9,390   |
| Damasks ... ..                    | 161     | 120     | 3,006   | 2,776   | 2,384   |
| Drills ... ..                     | 25,771  | 21,841  | 48,687  | 69,151  | 29,638  |
| Fustians ... ..                   | 272     | ...     | ...     | ...     | ...     |
| Handkerchiefs ... .. dozens       | 470     | 606     | 1,096   | 1,346   | 1,796   |
| Jeans ... .. pieces               | 22,926  | 9,285   | 27,945  | 33,700  | 20,430  |
| Shirtings, dyed, plain ... ..     | 5,787   | 7,479   | 5,900   | 4,858   | 5,967   |
| " spotted ... ..                  | 4,350   | 3,843   | 4,649   | 2,810   | 2,728   |
| " grey, plain ... ..              | 384,299 | 567,947 | 531,099 | 342,543 | 438,400 |
| " white ... ..                    | 14,931  | 15,703  | 16,468  | 16,537  | 21,240  |
| " spotted ... ..                  | 7,400   | 9,401   | 10,947  | 10,189  | 5,048   |
| T-cloths ... ..                   | 404,730 | 385,633 | 379,904 | 185,550 | 193,513 |
| Turkey red cloths ... ..          | 11,649  | 22,875  | 23,385  | 32,154  | 25,810  |
| Velvets ... ..                    | 755     | 1,530   | 424     | 923     | 1,538   |
| Velveteens ... ..                 | 198     | 24      | 649     | 460     | 81      |
| Glass, window ... .. square feet  | 379,100 | 78,000  | 56,500  | 106,583 | 93,400  |
| Grass cloth, coarse ... .. piculs | 154     | 430     | 873     | 1,201   | 1,343   |
| " fine ... ..                     | 23      | 18      | 11      | 2       | 11      |
| Hemp bags ... .. pieces           | 54,800  | 170,515 | 254,814 | 444,470 | 28,250  |
| Indigo, dry ... .. piculs         | 696     | 802     | 1,095   | 1,243   | 688     |
| Isinglass ... ..                  | 287     | 496     | 544     | 165     | 411     |
| Matches ... .. gross              | 19,005  | 19,200  | 22,153  | 23,775  | 20,375  |
| Metals—                           |         |         |         |         |         |
| Iron, bar ... .. piculs           | 13,051  | 8,167   | 8,836   | 936     | 5,635   |
| Nail rod iron ... ..              | 16,936  | 12,419  | 5,742   | 3,611   | 4,787   |
| Lead ... ..                       | 7,570   | 1,260   | 6,333   | 2,477   | 4,485   |
| Quicksilver ... ..                | 56      | 42      | 98      | 23      | 26      |
| Steel, foreign ... ..             | 1,282   | 2,523   | 903     | 1,073   | 1,405   |
| Tin ... ..                        | 182     | 168     | 57      | 190     | 485     |
| Needles ... .. mille              | 110,800 | 108,006 | 143,000 | 193,550 | 141,021 |
| Oil wood ... .. piculs            | 1,840   | 5,628   | 3,239   | 1,808   | 3,136   |
| Opium—                            |         |         |         |         |         |
| Benares ... ..                    | 126     | 75      | 74      | 80      | 67      |
| Malwa ... ..                      | 4,014   | 3,439   | 4,129   | 3,231   | 4,368   |
| Patna ... ..                      | 39      | 64      | 32      | 34      | 32      |
| Persian ... ..                    | 4,75    | 5       | 1       | ...     | 5       |
| Prepared ... ..                   | 9,75    | 0,86    | 0,32    | ...     | 3,68    |
| Paper, 1st quality ... ..         | 11,078  | 13,947  | 12,875  | 13,703  | 6,597   |
| " 2nd quality ... ..              | 30,356  | 21,817  | 23,229  | 26,615  | 24,522  |
| Pepper ... ..                     | 3,597   | 1,148   | 2,909   | 2,694   | 3,671   |
| Rice ... ..                       | 1,050   | 1,127   | 2,849   | 1,481   | 458     |
| Seaweed—                          |         |         |         |         |         |
| Japan, &c. ... ..                 | 22,107  | 24,771  | 24,348  | 38,717  | 42,767  |
| Russian ... ..                    | 54,321  | 87,612  | 151,949 | 23,285  | 60,091  |
| Silk piece goods ... ..           | 160     | 199     | 207     | 216     | 303     |
| Silk and cotton mixtures ... ..   | 12,87   | 13      | 8       | 16      | 17,80   |
| Sugar, brown ... ..               | 163,300 | 276,014 | 238,449 | 229,684 | 226,031 |
| " candy ... ..                    | 3,479   | 13,788  | 1,957   | 11,354  | 14,829  |
| " white ... ..                    | 35,291  | 104,482 | 46,427  | 41,575  | 66,094  |
| Turmeric ... ..                   | 3,013   | 674     | 4,145   | 3,518   | 5,141   |
| Sapan wood ... ..                 | 34,259  | 14,051  | 23,065  | 22,608  | 27,521  |
| Woolens—                          |         |         |         |         |         |
| Camlets ... ..                    | 1,058   | 996     | 920     | 1,282   | 1,230   |
| " imitation ... ..                | 800     | ...     | 150     | ...     | ...     |
| Lastings ... ..                   | 1,997   | 3,134   | 569     | 995     | 959     |
| Long ells ... ..                  | 1,240   | 847     | 980     | 940     | 620     |
| Lustres ... ..                    | 24,696  | 18,701  | 32,175  | 32,239  | 1,010   |
| Orleans, figured and plain ... .. | 2,483   | 450     | 680     | ...     | 23,171  |
| Spanish stripes ... ..            | 2,483   | 1,323   | 2,084   | 3,049   | 2,695   |
| Wool and cotton mixtures ... ..   | 1,384   | 1,051   | 352     | 424     | 658     |

## (No. 9.)—COMPARATIVE TABLE of the Principal Articles of Export for the Years 1870, 1871, 1872, 1873, and 1874.

|                                     | 1870.   | 1871.   | 1872.   | 1873.   | 1874.   |
|-------------------------------------|---------|---------|---------|---------|---------|
| Beans ... .. piculs                 | 399,229 | 480,243 | 486,953 | 316,763 | 290,543 |
| Bean cakes... ..                    | 769,142 | 670,406 | 730,547 | 822,889 | 876,093 |
| Caps, felt ... .. pieces            | 12,170  | 11,260  | 14,750  | 9,086   | 4,530   |
| Dates, black ... .. piculs          | 11,449  | 4,470   | 7,365   | 11,108  | 11,454  |
| " red ... .. "                      | 28,789  | 15,379  | 26,037  | 21,886  | 34,968  |
| Fish, salt ... .. "                 | 2,014   | 2,791   | 1,984   | 4,395   | 4,008   |
| Fruit, fresh ... .. "               | 2,560   | 4,917   | 4,942   | 10,177  | 5,579   |
| Fungus ... .. "                     | 74      | 132     | 229     | 408     | 389     |
| Ginseng—                            |         |         |         |         |         |
| Corean, 1st quality ... .. "        | 90      | 11      | 37      | 40      | 28      |
| " 2nd quality ... .. "              | 14      | 13      | 4       | 1-58    | 1-85    |
| Native ... .. "                     | 41      | 22      | 31      | 49      | 11-95   |
| Hats, straw ... .. pieces           | 115,460 | 113,044 | 71,400  | 102,031 | 139,831 |
| Lily flowers ... .. piculs          | 3,731   | 1,840   | 2,942   | 1,247   | 1,546   |
| Liquorice ... .. "                  | 6,953   | 3,617   | 5,876   | 8,889   | 5,296   |
| Medicine ... .. "                   | 8,752   | 10,888  | 7,564   | 9,903   | 11,449  |
| Oil, bean ... .. "                  | 44,530  | 9,493   | 15,066  | 24,633  | 20,032  |
| Prawns and shrimps ... .. "         | 2,910   | 6,795   | 11,444  | 10,633  | 12,990  |
| Silk pongees ... .. "               | 636     | 758     | 1,175   | 1,319   | 744     |
| " wild, raw ... .. "                | 254     | 733     | 977     | 7       | 8       |
| " yellow ... .. "                   | 415     | 688     | 301     | 21      | 8       |
| Straw braid ... .. "                | 4,088   | 7,011   | 15,184  | 10,222  | 13,176  |
| Tobacco, prepared and leaf ... .. " | 475     | 84      | 389     | 401     | 143     |
| Vermicelli ... .. "                 | 50,482  | 54,775  | 69,540  | 76,433  | 73,382  |
| Walnuts ... .. "                    | 5,001   | 837     | 3,105   | 1,826   | 1,972   |

(Signed)

W. H. LAY, Consul.

## (No. 10.)—TABLE showing the Import and Export of Treasure from and to Foreign Countries and Chinese Ports, during the Year 1874.

| IMPORT.       |    |    | £      | EXPORT.     |    |    | £       |
|---------------|----|----|--------|-------------|----|----|---------|
| From Shanghai | .. | .. | 17,091 | To Shanghai | .. | .. | 733,628 |
| Tien-tsin     | .. | .. | 4,665  | Tien-tsin   | .. | .. | 57,600  |
| Newchwang     | .. | .. | 10,363 | Newchwang   | .. | .. | 3,135   |
| Swatow        | .. | .. | 1,549  | Swatow      | .. | .. | 24      |
| Japan         | .. | .. | 450    | Russia      | .. | .. | 4,830   |
|               |    |    |        | Hong Kong   | .. | .. | 600     |
|               |    |    |        | Amoy        | .. | .. | 600     |
| Total         | .. | .. | 34,118 | Total       | .. | .. | 800,417 |

(Signed)

W. H. LAY, Consul.



## TAKOW AND TAIWANFOO.

*Trade Report for Taiwan (i.e. Takow and Taiwanfoo) for the Year 1874.*

## PART I.—COMMERCIAL, &amp;c.

My Trade Returns for the year 1874 are as follows:—

No. 1 (A). General Trade in Foreign Vessels.

No. 2 (B). British Trade.

No. 3 (C). Shipping.

No. 4. Imports (in detail).

No. 5. Exports (in detail).

They show a flourishing trade, notwithstanding the political alarms of the year, which, indeed, came later than the busiest commercial season. There is a full recovery from the depression of 1873. In fact the trade of 1874, taking the value in dollars as estimated by the Custom-house, exceeds that of any former year, though the value stated in sterling is a little below that of 1871, the rate of exchange being lower. The following is a Comparative Table for five years, with values in dollars:—

| Year.      | Net Imports,<br>deducting<br>Re-exports. | Exports.  | Total<br>of Imports and<br>Exports. |
|------------|--|-----------|-------------------------------------|
|            | \$                                       | \$        | \$                                  |
| 1870 .. .. | 1,361,084                                | 1,915,893 | 3,276,977                           |
| 1871 .. .. | 1,665,924                                | 1,814,344 | 3,480,268                           |
| 1872 .. .. | 1,473,508                                | 1,825,440 | 3,298,948                           |
| 1873 .. .. | 1,378,691                                | 1,417,538 | 2,796,229                           |
| 1874 .. .. | 1,678,858                                | 1,840,016 | 3,518,874                           |
|            | 7,558,065                                | 8,813,231 | 16,371,296                          |

And the following is the same Table with the amounts in sterling, at the rates of exchange taken in the Consular Returns for the several years:—

| Year.      | Exchange<br>of the<br>Dollar. | Net Imports. | Exports.  | Total.    |
|------------|-------------------------------|--------------|-----------|-----------|
|            | s. d.                         | £            | £         | £         |
| 1870 .. .. | 4 6                           | 306,244      | 431,076   | 737,320   |
| 1871 .. .. | 4 4½                          | 364,421      | 396,888   | 761,309   |
| 1872 .. .. | 4 4½                          | 322,330      | 399,315   | 721,645   |
| 1873 .. .. | 4 3½                          | 297,280      | 305,657   | 602,937   |
| 1874 .. .. | 4 3                           | 356,757      | 391,003   | 747,760   |
|            |                               | 1,647,032    | 1,923,939 | 3,570,971 |

Return (A) shows a continued tendency toward "Direct Trade with Foreign Countries" (A, No. 3), as compared with "Trade with other Treaty Ports" (A, No. 4). I give a Comparative Table for three years of the two kinds of trade:—

## DIRECT TRADE with Foreign Countries.

| Year.      | Gross Imports. | Exports. | Total.  |
|------------|----------------|----------|---------|
|            | £              | £        | £       |
| 1872 .. .. | 123,764        | 190,073  | 313,837 |
| 1873 .. .. | 126,075        | 148,353  | 274,428 |
| 1874 .. .. | 193,541        | 210,946  | 404,487 |
|            | 443,380        | 549,372  | 992,752 |

## TRADE with other Treaty Ports.

| Year.      | Gross Imports. | Exports. | Total.    |
|------------|----------------|----------|-----------|
|            | £              | £        | £         |
| 1872 .. .. | 206,499        | 209,242  | 415,741   |
| 1873 .. .. | 182,539        | 157,242  | 339,781   |
| 1874 .. .. | 182,556        | 180,057  | 362,613   |
|            | 571,594        | 546,541  | 1,118,135 |

I may add that the direct foreign imports were almost all from Hong Kong, and not from the producing countries; but with the direct foreign exports the case was different, and the trade was "direct" in a fuller sense.

In this connection, and in reference to Return (B), may be mentioned the increase of the export of sugar to Japan, Australia, and California, of which I will say more further on.

## SHIPPING.

As regards the ports of registration of British vessels, I give the following Table for Takow alone, as I have not at hand the details for Taiwanfoo :—

|                            |    |       |   |
|----------------------------|----|-------|---|
| Of home ports ..           | .. | ..    | 12 different vessels, making 35 visits. |
| Australian ports ..        | .. | 9     | " " 14 "                                |
| Hong Kong ..               | .. | 3     | " " 3 "                                 |
| The Straits Settlements .. | .. | None. |   |
| Total ..                   | .. | 24    | 52                                      |

Besides a little steamer of Hong Kong, employed about the ports in towing and local conveyance.

## IMPORTS.

The import of opium shows a great increase (of about 28 per cent.) upon the three preceding years, for which I find it difficult to account. The presence of additional Chinese troops will have added something to the consumption. Cheapness of rice and a good sugar trade will have had their influence. But it may be hoped that the increase shown arises partly from mere variations in the methods and channels of supply.

In cotton piece goods a large increase appears, though the amount falls far short of the exceptional import of 1871.

The import of treasure shows a striking increase. There is some uncertainty as to its amount, as treasure may not always pass through the Custom-house. For several years the import has much exceeded the export. Probably a good deal of the treasure brought hither in foreign vessels for purchasing sugar, may be sent off again by the Chinese in

junks for purchases on the mainland, such export not appearing in the Returns.

### EXPORTS.

The only important article of export is sugar, the export of which in foreign vessels has been larger in 1874 than in any previous year. I give a Comparative Table for six years :—

|         |    | Brown Sugar. | White Sugar. | Total.    |
|---------|----|--------------|--------------|-----------|
|         |    | Cwt.         | Cwt.         | Cwt.      |
| 1869 .. | .. | 306,765      | 14,769       | 321,534   |
| 1870 .. | .. | 658,094      | 53,151       | 711,245   |
| 1871 .. | .. | 663,463      | 31,600       | 695,063   |
| 1872 .. | .. | 727,389      | 21,208       | 748,597   |
| 1873 .. | .. | 583,720      | 14,920       | 598,640   |
| 1874 .. | .. | 800,806      | 16,123       | 816,929   |
|         |    | 3,740,237    | 151,771      | 3,892,008 |

More than three-fourths of the sugar went to the nearer markets, that is, to the northern ports of China and to Japan. The following are percentages for the brown sugar :—To Chinese ports, 44 per cent. ; to Japan, 33 ; to Australia, 13 ; to San Francisco, 6 or 7 ; and to Hong Kong, 3 or 4 per cent.

In some cases there may have been uncertainty about the actual destination of the vessels.

The export of brown sugar to Australia for five years is shown as follows :—

|         |    |    |    |    | Cwt.    |
|---------|----|----|----|----|---------|
| 1870 .. | .. | .. | .. | .. | 52,055  |
| 1871 .. | .. | .. | .. | .. | 30,631  |
| 1872 .. | .. | .. | .. | .. | 71,332  |
| 1873 .. | .. | .. | .. | .. | 72,901  |
| 1874 .. | .. | .. | .. | .. | 105,711 |
|         |    |    |    |    | 332,630 |

The exports to Japan and California have also increased.

### TRADE OF THE PRESENT YEAR (1875).

The import of opium, and also that of grey shirtings, has continued to increase. I have not inquired about the other imports. But in the main export, brown sugar, there is a serious decrease, the crop having been injured by the excessive summer rains and storms of 1874. Up to the end of April the decrease was about 24 per cent. as compared with the same period in 1874, when, indeed, the export was exceptionally large. The prices of sugar have risen greatly ; the first rice crop is reported as unusually good, and we may hope that there will be the means to support a good import trade. The military expenditure of the Chinese Government, and the opening of the wilder districts to Chinese colonization, will also be favourable to trade.

### WRECKS, STORMS, &c.

On the 1st of August, 1874, the barque "Caroline Hutchings," of London (official No. 54,642), being anchored in the outer anchorage or roadstead of Takow, parted one of her cables in a southwesterly gale and heavy sea, and was run ashore on a sandy beach, to avoid destruction on

rocks or on the bar. Lives and cargo were saved. The Russian gun-vessel "Gornosty," and Her Majesty's ship "Dwarf," attempted to tow her off, but without success, and she became a wreck.

A typhoon, presumably the same cyclone that did such destruction at Hong Kong and Macao, was felt here on the 22nd September. Here it was not particularly severe; but there was very heavy surf, and an extraordinarily high tide followed.

In the afternoon and night of the 29th of September there was a worse typhoon. The barometer (at Takow) gave good warning, and the storm was slow in coming on. In the roadstead of Anping (the port of Taiwanfoo) there were three Chinese Government steamers. One was wrecked there, with loss of about ten lives. Another tried to reach the Pescadores, where there is an excellent harbour, but failed, and was stranded and wrecked on the coast some ten miles southward of Takow. The third escaped, having apparently ridden out the storm at Anping, after an unsuccessful attempt to reach the Pescadores.

The melancholy case of the German barque "Chance," wrecked on the 27th of January, 1874, near the south end of Formosa, with loss of life, only became known to us at a later time, by news from other ports. It appears that the "Chance" was from Newcastle, New South Wales, bound for Hong Kong, and that she struck on one of the Vele Rete Rocks, and sank immediately. On the next day the German three-masted schooner "Caroline," Captain Paulsen, on her way from Takow to Chefoo, succeeded, after great difficulty, in rescuing the remaining survivors, who had been clinging to the rock.

#### OTHER INCIDENTS.

Early on the 30th of January some storing-sheds at Anping, belonging to a British firm, but left in charge of Chinese, were burnt down. Happily the loss was not great. Assistance was given by the Custom-house and by the military and others. Prompt inquiry was made by the Mandarins. There was reason to suspect incendiarism, and several persons were brought up on suspicion, but no one was convicted. The sheds being of bamboo and thatch were very liable to be set on fire by accident or negligence, and the Mandarins were disposed to think that that was what had happened.

#### HYDROGRAPHICAL, &c.

Two lighthouses will probably be soon established in this neighbourhood, namely, one on the Pescadores, and one at one of the southern capes of Formosa. Each will be very valuable, the first as a guide for the Rover Channel and for the harbours of refuge (Pong-hou and Makung) which exist in the Pescadores; the second as a guide for the important channel between the south end of Formosa and the Vele Rete Rocks. There are strong and dangerous variable currents in both neighbourhoods. (While writing this Report, I see a published notice that the lighthouse on the Pescadores, Fisher Island Lighthouse, will shortly be erected. The position to be close to an existing native light-tower on Litsitah Point, at the south-west extremity of Fisher Island; the light to be fixed, white, dioptric, of the fourth order.)

The harbour, or rather creek, of Anping, has had a change for the better. On or about the 30th of July there were torrents of rain, which, coinciding with high tides, produced a rush of water which cleared away the sand and deepened the entrance. But the change, though very beneficial, is not enough to make the harbour suitable for



the ordinary European vessels, and they anchor in the outer roadstead as before.

## PART II.—POLITICAL, &c.

In April 1874 a considerable military expedition was made against some powerful and lawless villagers in the Chang-hwa District, about half-way between this port and Tamsuy. It was successful, though the leaders or headmen of the disorderly party escaped. I heard the other day from a missionary that the expedition had done good; also that the fugitive headman was living wretchedly at a place in the country of the savages.

2. The main political events of the year were those relating to the military expedition which arrived from Japan, and the measures taken thereupon by the Chinese authorities. My remarks on these subjects will be from a local point of view, and are limited by the need of shortness, and by incompleteness of information.

It may be broadly said that, three or four years ago, the west and north of Formosa was under the ordinary Chinese administration; the east and extreme south not so. As regards the seacoast, the Chinese rule commenced on the east side about Saw-o Bay, *alias* Suao, &c., and extended round the north end and down the west side of the island, nearly to its southern extremity, but becoming dubious or intermittent toward the southern end, where the sea comes up to the foot of the hills. The greater part of the east coast, and most of the small hilly southern prolongation of the island, as also the mountain regions which extend up through the east central parts, were mainly occupied by wild aborigines, or savages, who were practically not under the Chinese Administration, though some of their tribes had doubtless done homage at various times. Among these "wild aborigines" there seem to be considerable differences; the tribes of the eastern coast would seem to be more humane and more manageable than those of the inner mountains or those of the south end.

In or about December 1871, two junks belonging to the Lew-chew or Meiaecosima Islands were wrecked or abandoned near the east coast of Formosa. The people on board of one junk were taken care of by the Chinese (as mentioned in my Report for 1871). The survivors of the other junk fell into the hands of savages and were plundered, and most of them were slaughtered. The savage tribe, whose name was made prominent in the matter was that of Baw-tan or Mow-tan, occupying the hill country not far from Lang-kiaou, in the narrow southern part of Formosa.

The Chinese authorities took no practical punitive action against the homicidal savages; but I heard of plans for the prevention of such calamities in the future. In the earlier summer months of 1873 two cases occurred, in which, first, nine Lewchewans, and, afterwards, four Japanese, were safely brought in. These cases were mentioned in my Reports for 1872 and 1873.

In May 1874, a Japanese force of perhaps 2,500 or 3,000 men, under command of General Saigo, arrived at Lang-kiaou Bay, a few miles from the south-western cape of Formosa, and established itself in camp in the neighbourhood. At Lang-kiaou, there being some suitable level country, a Chinese agricultural and trading Settlement had been established. The Japanese at once put themselves on good terms with the Chinese villagers, who regarded the Baw-tans as their enemies. (I have heard that perhaps ten or fifteen of the villagers were killed in each year by savages,



and perhaps four or five of the savages killed by them. I may mention that some of the savage tribes practise "head hunting.")

The Japanese speedily came into conflict with the hostile savages, and achieved prompt and decided successes, taking the Baw-tan and other villages, and establishing outposts. The inhabitants of other savage villages gave in their submission. But we still heard of a few of the Japanese being cut off by stealthy attacks of the savages. After the earlier part of June there seem to have been no active operations. The territory occupied or controlled by the Japanese forces was very small in extent; I cannot give the limits with any exactness, their furthest outposts may have been fifteen miles in a straight line from their main camp.

There was some apprehension that the Japanese would also attack the aborigines of the Pi-lam or Pei-nan region (on the east coast, in latitude about  $22^{\circ} 40'$ , and northward), on the ground of alleged plundering and ill-treatment of the four Japanese mentioned above. The Chinese authorities protested against any such action, and none was actually taken.

The Japanese force completed its departure on the 2nd or 3rd of December, being considerably before the time that had been settled at Peking. The troops had evidently conducted themselves in a very orderly manner toward the Chinese villagers of the neighbourhood.

I have now briefly to mention the proceedings of the Chinese authorities. While maintaining relations of courtesy with the Japanese, and carefully avoiding any actual collision, they protested against the action of the Japanese, made practical assertion of their own authority over the aboriginal tribes, and took means to increase their own military strength.

On the 22nd and 23rd of May the Chinese corvette "Yang-woo," and gun-vessel "Fuh-sing," visited Lang-kiaou, with some of the mandarins of Formosa. There was an interview with the Japanese Commander-in-Chief, but apparently with no particular result.

About the middle of June the high officer Shin (or Shên) Paou-ching, the Chinese Superintendent of the Foochow Arsenal, arrived at Taiwanfoo, as Imperial Commissioner. An Assistant Commissioner also arrived, and two French gentlemen who had been the European Directors of the Arsenal. A notification was speedily issued by the Assistant Commissioner and the Taoutai of Formosa, denouncing the crime of the Baw-tans, but saying that their punishment pertained to China, also vindicating the conduct of the Pi-lam and other tribes or villages, and saying that they (the two Mandarins) were about to go to Lang-kiaou and see the Japanese Commander-in-Chief, and that they would find means to protect the unoffending tribes.

The Mandarins visited Lang-kiaou accordingly, about the 22nd of June; received the homage of representatives of a number of neighbouring tribes, with an engagement to protect shipwrecked people, and apparently came to an arrangement with the Japanese General for cessation of operations and limitation of occupation, &c. I also heard that a reference to the Foreign Ministers at Peking was proposed on the Chinese side.

On the 28th of July some fifty or sixty aborigines from the Pi-lam country were at Taiwanfoo; they did homage, and received presents. I saw a number of them; they were mostly in savage rather than Chinese dress. Some wore bright-coloured embroidered garments; one or two wore leopards' skins. One wore a cap conspicuously adorned with feathers; there were numerous silver bracelets, finger-rings, &c. A few had firearms, made of brass or of iron; the others had swords or long

knives. Some showed the head partly shaven and the beginning of a queue, in the Chinese style; others not so.

Additional troops, apparently, had arrived in March, and been employed in the settlement of the trouble in the Changhwa District. After the arrival of the Japanese various military preparations were made.

On the 25th of August seven or more Chinese steamers arrived off Takow, bringing troops, who landed, encamped here for a few days, and then marched to cantonments inland. Other detachments followed. The number of the special forces which thus arrived may have been 10,000 men or more. About 2,000 were Canton men, of whom we heard alarming accounts, but who behaved very well indeed when they came; the others were from the northern, or rather the central, parts of China.

As regards the feeling of the Chinese population there was, of course, some excitement and alarm among them, though it was not very conspicuous to my observation; and, I believe, there was serious dread of the troubles which war would bring. On the 14th or 15th of September a strongly-worded anti-Japanese placard was posted at Taiwanfoo.

For myself and other Europeans there was, of course, much matter for anxiety on various grounds. For one thing, there were some alarming rumours about Europeans, and also the native Christian converts, being unfavourably regarded by the Chinese population, as supposed allies of the Japanese. The Japanese Loan, even, was mentioned in this connection. But we ourselves saw no sign of popular animosity against us. Indeed, just about the gloomiest time, a British missionary made a long journey through the interior, from Tamsuy to Taiwanfoo, and found no difficulty. So, too, the mission congregations, which are chiefly in the interior, escaped persecution; they, apparently, were wisely guided by the missionaries.

I had frequent and friendly interviews with the Mandarins. There happened to be a good deal of business of the ordinary kind, such as debt cases.

Measures taken for defence and development of this southern part of Formosa may here be mentioned. A fort in the European style, to be mounted with very heavy cannon, was commenced on the 24th of October, on the beach about a mile southward from Anping. At Takow defensive works have been commenced. A road has been carried across the hills to Pi-lam. A road has also been carried some way down the eastern coast to Saw-o; but this pertains rather to Tamsuy. The Sub-Prefect (or Vice-Prefect), known as the T'ai-fang-T'ing or Urh-foo, whose office is specially concerned with the aborigines, but whose predecessors had resided in Taiwanfoo, has lately been much, if not constantly, in the Pi-lam country. A former prohibition against immigration, and restrictions upon certain kinds of trades, have been removed by authority from Peking. I learn, too, that loans have been offered to assist intending settlers. Some movement is also being made towards the introduction of valuable plants from other countries.

The Chinese seem to make but slow progress in subjugating the really fierce tribes. The difficulties of mountain and jungle are very great. Their troops, however will gradually learn suitable tactics; and success against one tribe, however dearly bought, may teach other tribes the uselessness of resistance. For perhaps three months the Chinese were baffled by a few savages near Che-tong-ka (in the south), but I have lately heard of their being successful there; and now, 31st May, 1875, I hear of the savages sending presents and offering submission.

I hear, however, of much mortality from sickness among the Chinese force.

The extension of actual Chinese rule through Formosa will be a great gain to civilization, and will induce some development of commerce. Whether the latter will be large or small remains to be seen. I should not expect very striking results, unless important mineral treasures should be discovered.

I may mention that the Rev. H. Ritchie, of the English Presbyterian Mission, made a visit to the Pi-lam country about two months ago, travelled several days' journey on the east coast, and was well received by the aborigines. An account of his journey will probably appear in the "Chinese Recorder," published at Shanghai.

(Signed)

WM. GREGORY, Consul.

Takow, Formosa, May-June, 1875.

*Trade of Taiwan (i. e., Takow and Taiwanfoo, Formosa) for the Year 1874. Junk trade not included.*

(No. 4.)—IMPORTS.

(Net amounts, re-exports being deducted.)

|  |         |              |              | Value.    |                                      |
|--|---------|--------------|--------------|-----------|--------------------------------------|
|  |         |              |              | Dollars.  | Sterling,<br>at 4s. 3d.<br>exchange. |
| (A.) Foreign Produce.                  |         |              |              |           | £                                    |
| Opium Indian ..                        | Piculs  | 2,111 = cwt. | 2,513 .      | 1,155,406 | 245,524                              |
| " Persian ..                           | "       | 392          | " 466 .      | 228,010   | 48,452                               |
| Cotton piece goods—                    |         |              |              |           |                                      |
| Shirtings, grey .                      | Pieces  | 34,951       | .. ..        | 96,593    | 20,526                               |
| " white                                | "       | 2,553        | .. ..        | 10,212    | 2,170                                |
| " dyed                                 | "       | 505          | .. ..        | 2,259     | 480                                  |
| Drills .                               | "       | 1,035        | .. ..        | 3,922     | 833                                  |
| T-cloths ..                            | "       | 1,575        | .. ..        | 3,767     | 800                                  |
| Turkey reds ..                         | "       | 2,600        | .. ..        | 9,831     | 2,089                                |
| Woollen piece goods—                   |         |              |              |           |                                      |
| Camlets ..                             | "       | 1,075        | .. ..        | 23,513    | 4,997                                |
| Lastings ..                            | "       | 296          | .. ..        | 4,741     | 1,007                                |
| Long ells ..                           | "       | 530          | .. ..        | 4,765     | 1,013                                |
| Metals—                                |         |              |              |           |                                      |
| Iron, nail-rod ..                      | Piculs  | 259 = cwt.   | 309 .        | 1,669     | 355                                  |
| Lead, in pigs ..                       | "       | 234          | " 279 .      | 2,038     | 433                                  |
| Sundries—                              |         |              |              |           |                                      |
| Bags, gunny ..                         | Pieces  | 25,150       | .. ..        | 4,230     | 899                                  |
| Coal .                                 | Tons    | 193          | .. ..        | 2,018     | 429                                  |
| Flour ..                               | Piculs  | 295 = cwt.   | 351 .        | 1,730     | 368                                  |
| Ginseng, American, clari-              |         |              |              |           |                                      |
| fied ..                                | Catties | 817          | lbs. 1,089 . | 4,022     | 855                                  |
| Pepper, black and white .              | "       | 13,475       | " 17,967 .   | 2,625     | 558                                  |
| Poles .                                | Pieces  | 2,600        | .. ..        | 2,860     | 607                                  |
| Sundries, unenumerated                 | ..      | ..           | ..           | 11,801    | 2,507                                |
|  |         |              |              | 1,576,012 | 334,902                              |
| Deduct a re-export in excess (rice) .. |         |              |              | 400       | 85                                   |
| Net total of foreign imports ..        |         |              |              | 1,575,612 | 334,817                              |

|                                    |    |         |         |        |       | Value.   |                                      |
|------------------------------------|----|---------|---------|--------|-------|----------|--------------------------------------|
|                                    |    |         |         |        |       | Dollars. | Sterling,<br>at 4s. 3d.<br>exchange. |
|                                    |    |         |         |        |       |          | £                                    |
| (B.) Chinese Produce               |    |         |         |        |       |          |                                      |
| Tobacco, prepared                  | .. | Piculs  | 1,100   | = cwt. | 1,309 | 25,735   | 5,469                                |
| Mats .. ..                         | .. | Pieces  | 573,100 | ..     | ..    | 17,571   | 3,734                                |
| Cotton .. ..                       | .. | Piculs  | 552     | = cwt. | 657   | 9,936    | 2,111                                |
| Bags, hemp ..                      | .. | Pieces  | 187,992 | ..     | ..    | 9,532    | 2,026                                |
| Silk piece goods ..                | .. | Catties | 662     | = lbs. | 883   | 5,066    | 1,076                                |
| Silk and cotton mixtures           | .. | ..      | 510     | ..     | 680   | 1,940    | 412                                  |
| Silk ribbons and thread            | .. | ..      | 175     | ..     | 233   | 1,001    | 213                                  |
| Paper, oiled ..                    | .. | Piculs  | 172     | ● cwt. | 204   | 4,581    | 973                                  |
| Ironware .. ..                     | .. | ..      | 531     | ..     | 632   | 4,033    | 857                                  |
| Poles .. ..                        | .. | Pieces  | 3,494   | ..     | ..    | 3,124    | 664                                  |
| Vermicelli .. ..                   | .. | Piculs  | 237     | = cwt. | 282   | 2,993    | 636                                  |
| Coal .. ..                         | .. | ..      | 6,008   | tons   | 357   | 2,454    | 522                                  |
| "Samschoo" (liquor)                | .. | ..      | 175     | cwt.   | 209   | 1,216    | 258                                  |
| Wheat .. ..                        | .. | ..      | 470     | ..     | 559   | 1,210    | 257                                  |
| Tiles and bricks ..                | .. | Pieces  | 165,756 | ..     | ..    | 1,128    | 240                                  |
| Sundries, unenumerated             | .. | ..      | ..      | ..     | ..    | 11,726   | 2,492                                |
| Net total of Chinese imports .. .. |    |         |         |        |       | 103,246  | 21,940                               |

## SUMMARY OF IMPORTS.

|  |    |    |    |    | \$        | £       |
|--|----|----|----|----|-----------|---------|
| Foreign produce .. ..                              | .. | .. | .. | .. | 1,575,612 | 334,817 |
| Chinese .. ..                                      | .. | .. | .. | .. | 103,246   | 21,940  |
| Net total .. ..                                    |    |    |    |    | 1,678,858 | 356,757 |
| Add amount of deductions made for re-exports .. .. |    |    |    |    | 91,011    | 19,340  |
| Gross total .. ..                                  |    |    |    |    | 1,769,869 | 376,097 |
| Also, treasure .. ..                               |    |    |    |    | 899,629   | 191,171 |

(Signed) WM. GREGORY, *Consul officiating.*

## (No. 5.)—EXPORTS.

|                             |    |        |                |         | Value.    |                                      |
|-----------------------------|----|--------|----------------|---------|-----------|--------------------------------------|
|                             |    |        |                |         | Dollars.  | Sterling,<br>at 4s. 3d.<br>exchange. |
|                             |    |        |                |         |           | £                                    |
| Sugar, brown .. ..          | .. | Piculs | 672,677 = cwt. | 800,806 | 1,708,865 | 363,134                              |
| " white .. ..               | .. | ..     | 13,543 ..      | 16,123  | 79,338    | 16,859                               |
| Turmeric .. ..              | .. | ..     | 10,492 ..      | 12,491  | 30,832    | 6,552                                |
| Ground-nut cakes (oil-cake) | .. | ..     | 12,609 ..      | 15,010  | 10,629    | 2,259                                |
| Long-nan, pulp .. ..        | .. | ..     | 389 ..         | 463     | 2,662     | 566                                  |
| " dried .. ..               | .. | ..     | 1,019 ..       | 1,213   | 2,661     | 565                                  |
| Sharks'-fins .. ..          | .. | ..     | .. ..          | ..      | 2,010     | 427                                  |
| Sundries, unenumerated      | .. | ..     | .. ..          | ..      | 3,019     | 641                                  |
| Total .. ..                 |    |        |                |         | 1,840,016 | 391,003                              |
| Also, re-exports .. ..      |    |        |                |         | 91,011    | 19,340                               |
| Also, treasure .. ..        |    |        |                |         | 356,647   | 75,787                               |

(Signed) WM. GREGORY, *Consul officiating.*



## NEWCHWANG.

*Report of Trade at the Port of Newchwang for the Year 1875.*

THE year 1874 may be considered as having been as unsatisfactory in a commercial point of view at Newchwang as elsewhere in China. The stagnation of trade is, however, easily accounted for, and there are many reasons for hoping that the coming year will have a different tale to tell.

There is one great obstacle standing in the way of permanent prosperity in the provinces of Manchuria. I allude to brigandage, which is caused by bad Government, and of which the remedy is almost worse than the disease. The trader who wishes to convey inland goods purchased at this port-town has, in fact, to pay for a free pass by employing a convoy, between whom and the mounted banditti there is a mutual understanding. The convoyed property is not molested by the robbers, and the robbers are not denounced when they fall upon unconvoyed property. There are armed men enough in Government pay in this port town alone to drive every robber far away from the borders of this district; but the foreign-drilled battalion, which arrived here in 1866, has sunk into such a lamentable state of inefficiency, that for offensive operations, at any rate, it is quite useless. There are also in this province at least two localities where the Government exercises no control whatever, and which, consequently, are dangerous foci of disorder. We have no very definite or reliable information about either locality, but the one may be described as the gold region south-east of Kérin, and some 500 miles north-east of this port, the other as the colony of outlaws in the Yalu valley.

With regard to the first fabulous stories are told of the richness of the gold washings. The region appears to be difficult of access, and to be strictly guarded by its inhabitants, who live there under a species of rude feudality. The place has sprung into existence within the last three or four years. It may be noted here that the colonization of these provinces, and of Eastern Mongolia, is proceeding with great rapidity. The palisades no longer mark the limits of settled country, the forests are fast disappearing, and large tracts of country are being added to the productive area of this part of the Empire. The Government sanctions the colonization of Mongolia by the Mongolian princes, but the settlers in the Yalu valley are there in defiance of the law. They are gold miners, ginseng diggers, and lumberers. The valley of the Yalu is on the Corean frontier, and from its port, Ta-ku Shan, a considerable trade in timber is carried on with Tien-tsin; but the place has been a thorn in the side of the Manchu authorities for many years past.

## SHIPPING.

During the year 63 English ships, tonnage 25,000 tons, 15 of which were steamers, entered the port. The falling off in tonnage is principally in home-registered ships. It may be noted also that, though running under the flag of the United States, the steamers, which constitute the line between this port and Chefoo, are the property of a cosmopolitan company, in which much English capital is invested.

During the year 7 steamers, tonnage 4,000 tons, belonging to the



Chinese company, which has been subsidised by the Imperial Government, entered the port. These vessels load and discharge under the supervision of the Foreign Maritime Customs, but they pay no tonnage dues. They are commanded by foreigners of various nationalities. The necessity of providing fuel for these steamers will probably compel the authorities to make available the abundant and excellent coal which is to found in this province.

I am indebted to Captain Man, the Commissioner of Customs, for the following statement of the native trade of the port, as shown by the number of native vessels reported at the Superintendent's office.

## VESSELS ENTERED.

| Where from.         |    |    |    | No. Entered. | Increase. |
|---------------------|----|----|----|--------------|-----------|
| Tien-tsin           | .. | .. | .. | 395          | 35        |
| Shanghai and Ningpo | .. | .. | .. | 766          | 424       |
| Other ports         | .. | .. | .. | 105          | 15        |
| Total               | .. | .. | .. | 1,266        | 474       |

A considerable portion of this increase is due to the fact that access to places on the river above this port is becoming difficult for native vessels of large tonnage, owing to the shoaling of the upper reaches of the river. A certain number of vessels of semi-foreign build, which are now unable to compete for the carrying trade of the Yangtze with the fleet of steamers now employed there, have also found remunerative employment out of this port. They are strictly Chinese vessels, and their superior sailing qualities enable them to compete successfully with the slower and clumsier junks.

## IMPORTS.

As compared with the year 1873, imports show a decrease of 700,000 taels.

| Kind of Goods. |    |    |    | 1873.     | 1874.     | Decrease. |
|----------------|----|----|----|-----------|-----------|-----------|
|                |    |    |    | Taels.    | Taels.    | Taels.    |
| Opium          | .. | .. | .. | 1,235,785 | 684,717   | 551,068   |
| Foreign goods  | .. | .. | .. | 1,119,876 | 954,770   | 165,106   |
| Native ditto   | .. | .. | .. | 835,382   | 793,648   | 41,734    |
| Total          | .. | .. | .. | 3,191,043 | 2,433,135 | 757,908   |

The most remarkable falling off is in the import of opium. There can be no doubt that this is mainly due to the increased production of the native drug. In my report for the year 1872 I notice the cultivation of the poppy in the Kérin province, in the neighbourhood of Ninguta. There can be no doubt that the cultivation of the poppy is extending throughout this district, and in that portion of Mongolia which lies nearest to us. The cultivation is still illegal, and the authorities are unable to raise revenue from the native drug, for an extra tax, which is levied on poppy-sown land, most probably goes no further than the pocket of the collector. The value of a picul of native opium is about 300 taels. The quality is said to be improving. The drug is eaten as well as smoked. I have myself been in the company of a Manchu sportsman who took nothing during the day but a pill or two of his own home-grown opium. The cultivation of the poppy is sure to spread, for the crop is most profitable in ordinary seasons. Unless the Indian

Government can promptly reduce the duty on Malwa opium so as to permit of the foreign merchant laying it down here at a cost of 300 taels a chest, it will soon totally cease to be bought by Chinese in the north. Only one-fifth of the opium used by the Chiuanan is foreign, *i.e.*, 80 per cent. is native, and as the quality of the native drug improves, the disproportion will increase.

*Cotton Goods.*—The trade in piece goods at this port has suffered greatly from nefarious practices of the packers and exporters in England. It frequently happens here that the foreign merchant has to make a large abatement from the invoice prices of goods he has sold to Chinese constituents. In consequence of adulteration and short lengths, the amount of T-cloths sold during the year is about half the consumption of 1873. The more durable cotton goods are somewhat more in favour.

Some 200,000 taels worth of white and grey shirtings were disposed of to the Korean traders during the year. The rumours that reached us in the early part of the year of an intention to relax the restrictions on the trade between Chinese and Koreans at the frontier fairs, turned out to have no foundation in fact. Korea is not open to foreign goods or foreign doctrines.

*Iron.*—10,000 piculs, value 35,000 taels, were imported during the year; but an abundant supply of iron ore of good quality, in the immediate vicinity of good coal, exists in this province, and we must be prepared to see the import of metals diminish rather than increase. In this connection I beg to subjoin an analysis of some of the iron ore of this neighbourhood.

| Where found.              | Density. | Insoluble Residuum. | Peroxide of Iron. | Iron Metal. |
|---------------------------|----------|---------------------|-------------------|-------------|
| Ta-tzû-ling .. ..         | 3.28     | 31.25               | 71                | 49.7        |
| Lang-tang-shan (No. 6) .. | 5.5      | 4.35                | 98.6              | 69.2        |
| Miao-ko .. ..             | 3.97     | 2.2                 | ..                | 70          |
| Lang-tang-shan (No. 5) .. | 3.66     | ..                  | ..                | ..          |
| Kua-ju-kou .. ..          | 4.70     | 5.78                | 101.5             | 70.5        |
| Wai-t'ou-shan .. ..       | 4.75     | 1.30                | 99.2              | 69          |

All these specimens are subject to the influence of the magnet, with the exception of Lang-tang-shan (No. 5) and Ta-tzû-ling, which is influenced by it in a very minor degree. These two varieties are of inferior quality, and their working would probably not be very profitable. The specimens Lang-tang-shan (No. 6), Miao Ko, and Kua-ju-kou, contain a very large quantity of iron in a state of a mixture of protoxyde and sesquioxys. Unfortunately they contain a little sulphur (in the form of sulphate of iron), which is always injurious to the quality of iron obtained. Still I am of opinion that this inconvenience could be obviated, as the proportion of sulphur is small.

The mineral of Wai-tou-shan seems to be best adapted for working, as it contains but a very small quantity of insoluble matter, and there is no trace of sulphur in it. The large quantity of sesquioxys of iron, proved by analysis, exceeding sometimes cent. per cent., may perhaps cause some astonishment, but this is due neither to an error of analysis nor of calculation; it arises simply from the fact that the iron exists in the mineral partly in the form of protoxyde, and that it is necessary to peroxidise it, in order to test it exactly.

The quantity of iron, then, contained in each mineral is exact, and this is the important point. It is of quite a secondary interest to know the respective quantities of protoxyde and sesquioxys of iron which may

be contained in the mineral. A mineral, which contains protoxyde of iron, admits of easier treatment, and requires less fuel, than one formed exclusively of sesquioxyde of iron.

The question of the working the minerals of the province is one which must ultimately become of pressing importance. In no part of China accessible to foreigners are iron and coal found in such close proximity to each other. If a railway would pay anywhere it would pay here, between Monkden and this port. It would pass through a closely cultivated and populous plain, touching three large cities on the way. A branch 20 miles long would tap the iron and coal district. The coal and iron mines rudely worked, and accessible only by the hill roads and rude native carts, now send their produce 100 miles to this town in the south, and to cities at similar distances in the north. Worked by the aid of steam machinery, and accessible by railway, the carriage of these materials would of itself soon become an appreciable item in the success of the latter undertaking.

#### EXPORTS.

The Table subjoined is a satisfactory proof that the wealth of this district is increasing. Cash payments for produce were the rule during the year, and no scarcity of sycee was experienced.

| Exports.     |    |    |    | 1873.     | 1874.     | Increase. |
|--------------|----|----|----|-----------|-----------|-----------|
|              |    |    |    | Piculs.   | Piculs.   | Piculs.   |
| Beans        | .. | .. | .. | 1,005,360 | 1,102,276 | 96,616    |
| Bean-cake    | .. | .. | .. | 554,160   | 759,399   | 205,239   |
| Bean-oil     | .. | .. | .. | 20,028    | 25,501    | 5,473     |
| Fungus       | .. | .. | .. | 1,432     | 1,981     | 549       |
| Medicine     | .. | .. | .. | 3,195     | 6,955     | 3,760     |
| Pearl Barley | .. | .. | .. | 346       | 912       | 566       |
| Ginseng      | .. | .. | .. | 1,094     | 1,448     | 354       |

Two facts are to be noted in regard to the export trade in bean-cake from this port; one is the conveyance of large quantities of bean-cake to Shanghai by steamer from the port; so low are the rates of freight that cargo transhipped at Shanghai, and sent southward in steamer, is laid down cheaper than if sent from here direct in sailing-vessel. Some 300,000 piculs of bean-cake were shipped during the year on foreign account. This produce has been bartered against foreign imports. It is satisfactory to know that this feature in the trade of the port is rapidly developing.

(Signed)

THOS. ADKINS.

*Newchwang, May 6, 1875.*

(No. 1.)—COMPARATIVE TABLE of the Value of Trade at the Port of Newchwang for each of the Years 1872, 1873, 1874.

|  |    |    | 1872.       | 1873.       | 1874.       |
|--|----|----|-------------|-------------|-------------|
|  |    |    | Taels.      | Taels.      | Taels.      |
| Value of foreign goods imported                                      | .. | .. | 2,214,500   | 2,355,661   | 1,639,487   |
| „ Chinese goods  | „  | .. | 1,156,789   | 835,382     | 793,648     |
| Total value of imports   | .. | .. | 3,371,289   | 3,191,043   | 2,433,135   |
| Value of exports to foreign countries                                | .. | .. | 160,038     | 27,445      | 11,639      |
| „ „ Chinese ports  | .. | .. | 1,840,464   | 1,555,019   | 1,741,904   |
| Total exports  | .. | .. | 2,000,502   | 1,582,464   | 1,753,543   |
| Total imports and exports after deduction of re-exports              | .. | .. | 5,371,791   | 4,773,507   | 4,186,678   |
| Total value in sterling of all imports and exports (less re-exports) | .. | .. | £ 1,611,537 | £ 1,432,052 | £ 1,256,003 |

(Signed) THOS. ADKINS, *Consul*.

(No. 2.)—TABLE of Shipping, showing the Tonnage under the Flags of different Nationalities.

| Flag.                 | Entered. |        | Cleared. |        |
|-----------------------|----------|--------|----------|--------|
|                       | No.      | Tons.  | No.      | Tons.  |
| British .. ..         | 63       | 24,967 | 63       | 24,967 |
| American .. ..        | 46       | 15,787 | 46       | 15,787 |
| German .. ..          | 101      | 30,956 | 101      | 30,956 |
| French .. ..          | 6        | 1,903  | 6        | 1,903  |
| Dutch .. ..           | 2        | 649    | 2        | 649    |
| Danish .. ..          | 10       | 2,860  | 10       | 2,860  |
| Swedish and Norwegian | 3        | 780    | 3        | 780    |
| Russian .. ..         | 1        | 472    | 1        | 472    |
| Siamese .. ..         | 15       | 6,864  | 15       | 6,864  |
| Hawaiian .. ..        | 2        | 946    | 2        | 946    |
| Chinese .. ..         | 7        | 4,358  | 7        | 4,358  |
| Total .. ..           | 256      | 90,542 | 256      | 90,542 |

(Signed) THOS. ADKINS, *Consul*.



(No. 3.)—COMPARATIVE TABLE of the Principal Imports at the Port of Newchwang, for Four Years.

| Description of Goods.               |        |  | 1871.     | 1872.     | 1873.     | 1874.     |
|-------------------------------------|--------|--|-----------|-----------|-----------|-----------|
| Opium—                              |        |  |           |           |           |           |
| Malwa ..                            | piculs |  | 2,143 10  | 2,205 04  | 2,287 09  | 1,265 50  |
| Patna ..                            | "      |  | 33 60     | 20 95     | 54 00     | 19 86     |
| Benares ..                          | "      |  | 43 20     | 51 60     | 56 40     | 31 20     |
| Persian ..                          | "      |  | Nil       | Nil       | Nil       | 16 00     |
| Cotton goods—                       |        |  |           |           |           |           |
| Shirtings, grey ..                  | pieces |  | 105,648   | 94,761    | 105,559   | 123,365   |
| Do., white ..                       | "      |  | 17,272    | 13,249    | 3,007     | 21,286    |
| Do., do., figured, brocaded ..      | "      |  | Nil       | Nil       | Nil       | 3,734     |
| Do., dyed, plain ..                 | "      |  | "         | "         | 2,010     | 7,478     |
| Do., do., figured ..                | "      |  | "         | 400       | 100       | Nil       |
| Do., do., spotted, brocaded ..      | "      |  | "         | 1,500     | 2,950     | 3,044     |
| T-cloths ..                         | "      |  | 58,200    | 241,520   | 94,920    | 51,459    |
| Drills, American, Dutch, English .. | "      |  | 23,620    | 69,847    | 109,692   | 70,233    |
| Jeans ..                            | "      |  | 660       | 14,404    | 14,890    | 5,280     |
| Turkey reds ..                      | "      |  | 2,550     | 2,869     | 2,828     | 2,627     |
| Chintzes ..                         | "      |  | 2,151     | 6,185     | 7,977     | 9,323     |
| Damasks, dyed ..                    | "      |  | 80        | Nil       | 200       | 320       |
| Mahomedans ..                       | "      |  | Nil       | 730       | 1,540     | 1,380     |
| Sheetings ..                        | "      |  | "         | 3,770     | 4,807     | 1,300     |
| Mottles, blue ..                    | "      |  | "         | Nil       | Nil       | 340       |
| Muslins ..                          | "      |  | "         | "         | 1,757     | 520       |
| Domestics ..                        | "      |  | "         | 439       | Nil       | Nil       |
| Cotton lastings ..                  | "      |  | "         | 1,214     | 1,420     | 1,867     |
| Velvets ..                          | "      |  | "         | Nil       | 547       | 120       |
| Velveteens ..                       | "      |  | "         | "         | 1,611     | 2,611     |
| Twills ..                           | "      |  | "         | 725       | 160       | 170       |
| Cambrics ..                         | "      |  | "         | Nil       | Nil       | 200       |
| Woollens—                           |        |  |           |           |           |           |
| Camlets, Dutch and English ..       | "      |  | 50        | 521       | 960       | 800       |
| Lastings ..                         | "      |  | 1,984     | 780       | 2,640     | 1,960     |
| Crape ..                            | "      |  | 860       | 1,310     | 1,980     | 930       |
| Lustres and Orleans ..              | "      |  | 4,429     | 4,156     | 5,369     | 8,562     |
| Long ells ..                        | "      |  | Nil       | Nil       | 260       | 220       |
| Spanish stripes ..                  | "      |  | "         | "         | 931       | 270       |
| Cloth, medium ..                    | "      |  | "         | "         | Nil       | 180       |
| Metals—                             |        |  |           |           |           |           |
| Iron, nail rod ..                   | piculs |  | 8,357 40  | 4,105 86  | 3,943 78  | 3,442 80  |
| Do., bar ..                         | "      |  | 13,439 39 | 7,593 72  | 2,639 00  | 7,435 92  |
| Lead ..                             | "      |  | 0 39      | 971 08    | 124 00    | 494 80    |
| Steel ..                            | "      |  | Nil       | Nil       | 899 51    | 971 34    |
| Tin ..                              | "      |  | "         | "         | 444 18    | 415 03    |
| Quicksilver ..                      | "      |  | "         | "         | 11 24     | Nil       |
| Sundries—                           |        |  |           |           |           |           |
| Sugar, brown ..                     | "      |  | 68,186 12 | 67,418 04 | 28,303 66 | 58,422 07 |
| Do., white ..                       | "      |  | 19,060 29 | 25,466 07 | 10,759 19 | 14,396 10 |
| Do., candy ..                       | "      |  | 4,861 50  | 5,773 19  | 6,338 58  | 8,341 18  |
| Paper, 1st quality ..               | "      |  | 3,860 36  | 6,232 22  | 2,374 71  | 1,359 96  |
| Do., 2nd quality ..                 | "      |  | 6,897 30  | 9,139 86  | 8,712 01  | 7,527 53  |
| Do., joss ..                        | "      |  | Nil       | Nil       | 3,173 64  | 1,916 30  |
| Cotton, raw ..                      | "      |  | "         | 5,698 55  | 4,748 14  | 1,137 00  |
| Nankeens ..                         | "      |  | "         | 2,170 77  | 111 30    | 266 59    |
| Seaweed, 1st quality ..             | "      |  | "         | Nil       | 1,771 65  | 422 55    |
| Do., 2nd quality ..                 | "      |  | "         | "         | 9,013 30  | 5,572 56  |
| Needles ..                          | mille  |  | "         | "         | 51,820    | 64,490    |

(Signed)

THOS. ADKINS, *Consul*.



(No. 4).—COMPARATIVE TABLE of the Principal Exports from the Port of Newchwang, for Four Years.

| Description of Goods.  |    |        | 1871.      | 1872.        | 1873.        | 1874.        |
|------------------------|----|--------|------------|--------------|--------------|--------------|
| Barley, pearl          | .. | piculs | 852 00     | 49 00        | 346 20       | 912 58       |
| Bean-cakes             | .. | "      | 399,994 80 | 657,944 84   | 554,160 00   | 759,399 40   |
| Beans                  | .. | "      | 987,769 60 | 1,235,872 00 | 1,005,360 00 | 1,102,276 77 |
| Bean oil               | .. | "      | 12,842 36  | 9,432 37     | 20,028 26    | 25,501 82    |
| Fungus                 | .. | "      | Nil        | Nil          | 1,432 48     | 1,981 81     |
| Ginseng, Corean, No. 1 | .. | "      | 4 41       | 38 00        | 23 12        | 29 87½       |
| " " No. 2              | .. | "      | 16 26      | 13 34        | 2 39         | 21 91        |
| " native               | .. | "      | 490 31     | 711 30       | 1,094 36     | 1,448 31     |
| Liquorice              | .. | "      | 242 52     | 334 34       | 241 23       | 373 36       |
| Medicines              | .. | "      | 4,044 58   | 4,240 32     | 3,195 39     | 6,955 36     |
| Melon seeds            | .. | "      | 760 98     | 3,910 55     | 6,687 43     | 6,613 13     |
| Samshoo                | .. | "      | 2,823 51   | 4,872 92     | 6,024 23     | 2,438 10     |
| Wool, sheep            | .. | "      | Nil        | Nil          | 255 80       | 45 25        |
| Horns, deer, young     | .. | pairs  | "          | "            | 702½         | 599½         |

(Signed) THOS. ADKINS, *Consul.*

(No. 5).—PER-CENTAGES of the Tonnage, Trade, and Revenue of different Nationalities, calculated by the Imperial Maritime Customs.

| Flag.                 | Tonnage.      |          | Trade.         |                | Revenue.         |               |
|-----------------------|---------------|----------|----------------|----------------|------------------|---------------|
|                       | No. of Trips. | Tonnage. | Foreign Trade. | Coast Cargoes. | Duties on Goods. | Tonnage Dues. |
| British               | 24·61         | 27·58    | 35·87          | 27·30          | 27·62            | 18·96         |
| American              | 17·97         | 17·44    | ..             | 40·63          | 27·09            | 6·07          |
| German                | 39·45         | 34·19    | 35·85          | 21·87          | 30·46            | 46·52         |
| French                | 2·34          | 2·10     | ..             | 1·19           | 1·65             | 3·14          |
| Dutch                 | 0·78          | 0·72     | ..             | 0·31           | 0·45             | ..            |
| Danish                | 3·91          | 3·16     | ..             | 1·55           | 2·39             | ..            |
| Swedish and Norwegian | 1·17          | 0·86     | ..             | 0·48           | 0·74             | 3·22          |
| Russian               | 0·40          | 0·52     | 1·33           | ..             | 0·13             | ..            |
| Non-Treaty Powers     | 6·64          | 8·62     | 26·95          | 3·88           | 7·10             | 22·09         |
| Chinese               | 2·73          | 4·81     | ..             | 2·79           | 2·37             | ..            |
| Total                 | 100·00        | 100·00   | 100·00         | 100·00         | 100·00           | 100·00        |

(Signed) THOS. ADKINS, *Consul.*

## SHANGHAE.

*Report on the Trade of the Port of Shanghai for the Year 1874.*

Sir,

*Shanghai, June 2, 1875.*

THE Annual Reports and Returns of Trade for this port have as a rule been submitted so late in the year, owing to my having always waited for the publication by the Customs of their statistics, which hitherto have seldom been at disposal before the end of May, that I have determined on this occasion to frame my Report upon such data as have been considerably furnished me in advance by the Customs' Statistical Department, supplemented by information courteously placed at my disposal by mercantile firms, or gathered from the summaries published in the local papers; and I propose to supply the tabular statements in a complete form hereafter, whenever they can be made up from the Customs' books.

The Inclosures which I have to submit for the present are as follows:—

1. The Report.
2. Summary of Foreign Imports and Re-exports.
3. Summary of Native Imports and Re-exports.
4. Table of Import of Opium.
5. Summary of Native Exports and Re-exports.
6. Table of Export of Tea.
7. Table of Export of Silk.
8. Table of Shipping.
9. Table of Duties.
10. Table of Gross and Net Value of Trade, 1869—1874.

The Report and Returns of Trade for the port of Chinkiang are forwarded in a separate despatch.

I have, &amp;c.

(Signed) W. H. MEDHURST, *Consul.*

## IMPORTS.

After the deplorable falling off which my last Annual Report had to record in the total value of foreign imports of 1873, as compared with those of the preceding years, it is somewhat encouraging to observe from the past year's returns that this tendency to declension has not only found its limit, but has given place to symptoms of a reaction in the contrary direction, as will be seen from the following figures, showing the comparative values of foreign imports for the past three years:—

|      |    |    |    |    |    | Taels,     |
|------|----|----|----|----|----|------------|
| 1872 | .. | .. | .. | .. | .. | 57,062,288 |
| 1873 | .. | .. | .. | .. | .. | 52,283,955 |
| 1874 | .. | .. | .. | .. | .. | 52,902,102 |

This slightly favourable result, however, is merely traceable as far as the aggregate imports are concerned. If the importing countries are taken in detail, it will be found that the values of direct imports from

Great Britain continue to exhibit the downward tendency, remarkable considering the increased import of manufactures, deducible from the returns of 1873, although those from her Dependencies remain still on the increase. An advance is noticeable, likewise, in imports from the United States and coastwise, whilst those from France and Japan have declined considerably. The following figures show this more clearly :—

|                            | Increase. |    | Decrease. |  |
|----------------------------|-----------|----|-----------|--|
|                            | Tals.     |    | Tals.     |  |
| Great Britain .. ..        | ..        | .. | 1,109,287 |  |
| British Dependencies .. .. | 2,020,461 | .. | ..        |  |
| United States .. ..        | 9,815     | .. | ..        |  |
| France . . . . .           | ..        | .. | 167,260   |  |
| Japan . . . . .            | ..        | .. | 245,906   |  |
| Miscellaneous .. ..        | ..        | .. | 54,031    |  |
| Coastwise .. ..            | 164,355   | .. | ..        |  |

Hong Kong continues to maintain the prominent position as an importing depôt, fully one-tenth of the imports from British territory, and nearly that proportion of the aggregate imports, being traceable to this source.

The port appears to have made no material progress as an exporting depôt for foreign goods, the total value of this class of merchandize re-exported coastwise being 40,773,269 taels, and that of goods carried Japan-wards being 2,358,028 taels; against a value of 41,272,973 taels and 1,991,462 taels, conveyed in those several directions during the previous year. The ports coastwise, moreover, appear strictly to have maintained the relative positions as consumers of re-exported foreign imports which they held during 1873, although of the northern ports, Chefoo, Kiukiang, Chinkiang, and Ningpo, and of the southern, Foo-chow, took an increased share, whilst the rest all fell off. The following is a comparative statement of the values of re-exports of foreign imports to foreign countries and coastwise during 1873 and 1874 :—

|                                   | 1873.     |    | 1874.     |    |
|-----------------------------------|-----------|----|-----------|----|
|                                   | Tals.     |    | Tals.     |    |
| Great Britain and dependencies .. | 575,361   | .. | 612,950   | .. |
| Japan . . . . .                   | 1,990,462 | .. | 2,358,028 | .. |
| Other countries . . . . .         | 52,659    | .. | 20,731    | .. |
|                                   | 2,618,482 |    | 2,991,709 |    |

## COASTWISE.

|                 |            |            |
|-----------------|------------|------------|
| Hankow .. ..    | 10,299,183 | 9,473,328  |
| Tientsin .. ..  | 9,471,118  | 9,307,227  |
| Chinkiang .. .. | 8,716,081  | 8,843,148  |
| Ningpo .. ..    | 4,466,694  | 4,579,906  |
| Che-foo .. ..   | 3,313,466  | 3,572,210  |
| Kiukiang .. ..  | 2,822,269  | 3,283,693  |
| Newchwang .. .. | 1,840,921  | 1,271,824  |
| Foo-chow .. ..  | 286,739    | 418,414    |
| Tamsuy .. ..    | 56,502     | 23,519     |
| Takow .. ..     |            |            |
| Amoy . . . . .  |            |            |
| Swatow .. ..    |            |            |
| Canton .. ..    |            |            |
|                 | 272,973    | 40,773,269 |

The gross value of re-exports of foreign imported goods may thus be put down at 43,764,978 taels, which falls short of the estimated value of

the same re-exports for 1873 by some 126,000 taels; owing, however, to the increase in the aggregate value of foreign imports for the year 1874, as already noticed, the net imports of foreign goods for the year show a slight advance upon those of 1873, the comparative values being as follows:—

| Nett imports of foreign goods— |    |    |    |    |    | Taels.    |
|--------------------------------|----|----|----|----|----|-----------|
| 1873                           | .. | .. | .. | .. | .. | 8,392,500 |
| 1874                           | .. | .. | .. | .. | .. | 9,137,124 |

I shall revert to this point again when treating of the purely local trade of Shanghai.

In the imports of native goods, on the other hand, a falling off of 4,000,000 taels in estimated value has to be recorded, the comparative totals for the two years being as follows:—

|      |    |    |    |    |    | Taels.     |
|------|----|----|----|----|----|------------|
| 1873 | .. | .. | .. | .. | .. | 40,751,812 |
| 1874 | .. | .. | .. | .. | .. | 36,734,241 |

This is to be accounted for by the material decrease in the imports from Hankow, Kiukiang, and Canton, which has been only partially counterbalanced by the increase in the receipts from Chinkiang, Ningpo, and Newchwang.

The following figures will make this plain:—

|                                   |    |    |    | Increase. | Decrease. |
|-----------------------------------|----|----|----|-----------|-----------|
|                                   |    |    |    | Taels.    | Taels.    |
| Hankow                            | .. | .. | .. | ..        | 3,705,802 |
| Kiukiang                          | .. | .. | .. | ..        | 942,205   |
| Chinkiang                         | .. | .. | .. | 500,984   | ..        |
| Ningpo                            | .. | .. | .. | 602,985   | ..        |
| Newchwang                         | .. | .. | .. | 270,379   | ..        |
| Canton                            | .. | .. | .. | ..        | 537,461   |
| Other ports (including Hong Kong) | .. | .. | .. | ..        | 206,451   |
|                                   |    |    |    | 1,374,348 | 5,391,919 |
|                                   |    |    |    |           | 1,374,348 |
| Total decrease for 1874           |    |    |    | ..        | 4,017,571 |

As might have been expected, this decrease has had its influence in reducing the amount of native import goods re-exported, the values taken to foreign countries and coastwise during 1874, being respectively 16,856,873 taels and 13,089,316 taels, as against 19,915,510 taels and 13,496,762 taels reported for the previous years.

Taking the imports of foreign and native goods together, and deducting re-exports, the following result appears as the comparative net values of the imports for the two years 1873 and 1874:—

| 1873.         |    |    |    | Gross Import. | Re-export. | Net Import. |
|---------------|----|----|----|---------------|------------|-------------|
|               |    |    |    | Taels.        | Taels.     | Taels.      |
| Foreign goods | .. | .. | .. | 52,283,955    | 43,891,455 | 8,392,500   |
| Native goods  | .. | .. | .. | 40,751,812    | 33,412,272 | 7,339,540   |
| Total         | .. | .. | .. | 93,035,767    | 77,303,727 | 15,732,040  |
| 1874.         |    |    |    | Gross Import. | Re-export. | Net Import. |
| Foreign goods | .. | .. | .. | 52,902,102    | 43,764,978 | 9,137,124   |
| Native goods  | .. | .. | .. | 36,734,241    | 29,946,189 | 6,788,052   |
| Total         | .. | .. | .. | 89,636,343    | 73,711,167 | 15,925,176  |

## GENERAL REMARKS.

*Piece Goods.*—Notwithstanding numerous complaints, the trade in piece goods for 1874 has been fairly prosperous. The quantity imported shows a considerable increase over last year, and the deliveries have generally kept pace with, and in some cases outrun, the imports. The consequence is, that the stocks at the close of the year compare favourably with those of previous years. In the two articles, for example, of T-cloths and white shirtings, the stocks in hand are estimated at about 587,000 and 51,000 pieces, against 1,782,000 and 204,000 pieces respectively at the close of 1872.

While, however, the trade as regards the British manufacturer is so far satisfactory, its results have not been remunerative to the importer. For this several reasons have been assigned, but the main reason is simply that the shipments for the last three years, as a whole, have been largely in excess of the demand. While the consumption has been going on at a steady and slightly advancing rate, a large increase in the deliveries in 1872 produced at once a glut in the native market, and a flood of shipments from England. The natural consequence was an accumulation of stocks, which in some staples it has taken from that time to this to work off, and generally at prices which barely paid actual expenses. Of T-cloths there were imported during the two years of 1871-72 no less than 8,288,361 pieces, against an annual average consumption (for the last six years), of about 2,500,000 pieces. So long as the natural law of supply and demand is thus grossly violated, nothing but loss to the trader can be looked for. The remedy is in his own hands, and in his alone. The evil is not peculiar to time or country, though here, indeed, it is aggravated both by the powerful combination which exists among Chinese merchants, enabling them to “bear” or “bull” prices as they wish, and by the jealousy and disunion among foreigners, which render them powerless to oppose such practices.

Another cause of complaint, which, however, affects not importers in particular, but the whole trade, is the long-standing one of official obstructiveness to the free transit of goods in the interior. Scarcely a year has passed since the conclusion of the Treaty of Tien-tsin without its burthen of grievances under this head, and in too many cases, it must be admitted, they are well founded. The transit pass system, by which all inland barrier dues of whatever kind were commuted for a single cash payment, made to the foreign-managed Custom-house at the port of entry, has never worked smoothly. In places round the Treaty ports, where the battle has been fought over and over again, the barrier officials have been forced into a sort of sullen acquiescence; but in all new districts where the pass is tried for the first time, the same old complaints of delays, squeezes, and confiscations, recur time after time, until the unhappy trader who has made the venture is ruined, and others are effectually deterred from making similar attempts.

At first sight it appears difficult to account for so much opposition, assuming, that is, that the transit duty is what it was always intended to be, and what it in many cases no doubt is, a fair equivalent for all inland tolls, for the same amount of cash goes into the Treasury, and that, too, without the expense of collecting it. It has generally been assumed by the merchants, and I must confess to having favoured the assumption in my last year's Report of Trade, that the sums collected by the foreign Customs for transit dues are remitted to the Imperial Government along with the principal duties, instead of being handed over to the local officials who have the control of the Inland Revenue, and much has been written to show the injustice of this arrangement. It is argued that the



provincial authorities, being required to find a certain amount of revenue, and having accepted office on the faith of being able to raise some part of it from foreign trade, are not so much to be blamed, if they refuse to be bound by an agreement to which they were not parties, and by which a large sum is diverted to other purposes. Even now the remedy, it is said, for the whole difficulty, would be found in paying over at once the whole of the transit dues to the provincial authorities. If that were done, they would in their own interest do their utmost to facilitate and encourage foreign trade, for every additional bale would be so much extra in their pockets.

If this were really the state of the case, there would be no doubt about the force of the argument, and the remedy proposed could not be reasonably objected to. But more careful researches that I have recently caused to be made, go to show that the transit dues have never been appropriated by the Peking Government. The disposition which is at present made of the sums collected at Shanghai is, I am told, on what I believe to be reliable authority, as follows: first an appropriation is made to the three great pre-Treaty barriers of Kanchow, in Kiangsi, Taiping, in Anhwei, and the new north Custom-house at Nanking, to supplement whatever they may be short on the year's receipts of their fixed revenues respectively, and thereafter the remainder is devoted to ordinary expenditure in the province, and at times loans are made to exchequers of neighbouring provinces. This mode of distribution seems reasonable enough, and, unless there is some minor injustice in the particular division of the provincial portion, one cannot well understand why it should not be acceptable to all parties.

Nevertheless, the fact remains that the transit system is practically a failure, and in this province it is in course of being superseded by a new arrangement, spontaneously entered into between the native merchants and the provincial authorities, by which the former are enabled for a lump sum of 20,000 taels per annum to convey foreign piece goods to any part of the province. The details of the arrangement I am not aware of, for they are jealously kept a secret by both parties, but the effect of it is that a bale of shirtings, which, by the pass system pays 2 Haikwan taels, to be franked from this to the capital of the province, can now be sent there for a mere fraction of that sum, and reaches the more distant towns for a total payment of about 1.20 taels.

The bargain seems an eminently favourable and satisfactory one to the merchants, both native and foreign, and it is to be hoped that it will be placed on a permanent footing. The extent to which taxation is thereby diminished may be gathered from the fact that, during last year, the two articles of grey shirtings and T-cloths, sent inland from Shanghai, would alone at the old rate have paid considerably over the 20,000 taels commutation. The consequence of the new arrangement is, further, as was to be expected, a large increase in the demand for inland consumption, which promises well for the future.

After this explanation, the falling off in the use of transit passes for piece goods taken out in Shanghai will not be surprising. The figures for the last four years are:—

|      |    |    |    |    |    |         |
|------|----|----|----|----|----|---------|
| 1871 | .. | .. | .. | .. | .. | 297,976 |
| 1872 | .. | .. | .. | .. | .. | 346,233 |
| 1873 | .. | .. | .. | .. | .. | 140,375 |
| 1874 | .. | .. | .. | .. | .. | 94,482  |

Whatever may have been the motive that induced the provincial authorities to enter into the new arrangement, it cannot have been the plea that the previous commutation was insufficient, for the present one

is less, and as the trade increases a still smaller rate will be expected. The only advantage they gain is, that their receipts are not now subject to the supervision of the foreign Custom-house, nor reported to the high authorities at Peking, a point of considerable importance with the lax system of administration that prevails. At any rate the fact supports strongly the view that has long been urged, that any arrangement for commutation of inland transit should be made directly with the local authorities. As every province has a separate fiscal administration, it is not unreasonable that they should be allowed to share in arranging for a commutation of what would otherwise be properly part of their revenue. Whilst on this subject, I may observe that another principal source of obstruction to goods in transit arises from the attempt made to secure on certain commodities, such as iron and coal, for instance, payment of sundry charges levied on account of guilds, to whom monopoly of trade therein is given by the local authorities, and which at present neither the guilds nor the authorities choose to regard as imposts properly commutable under the Treaty provision. This is a feature of transit exaction which will have to be carefully provided for in any arrangements for amelioration of the existing system that may hereafter be entered into with either the Supreme or Provincial Governments.

Another cause which is said to have had a considerable influence in checking the demand for Manchester goods is the abundant cotton harvests for the past two years in this and other provinces. There can be no doubt that any serious fluctuation in the yield of cotton would materially affect foreign imports. Roughly speaking, the working classes all over China are still clothed entirely with native fabrics manufactured from native-grown cotton. The extent to which English manufactures are used as part of ordinary wearing material is almost inappreciable; the reason simply being that the native article is cheaper. The difference in price, however, is not very great, and any cause that would raise or lower the price of cotton would immediately influence the demand for the foreign manufactured article. A serious enhancement in the price of raw cotton might multiply the consumption of our products to an incalculable extent.

There is, however, no immediate prospect of this. Of late years, owing to the increased facilities for coast and river traffic, the price has gone up, but this province has responded by an increased supply which, as far as one can see, is capable of indefinite expansion.

The great obstacle to China's becoming a consumer of English fabrics to an extent that the enormous size of the country and its swarming population would lead one to anticipate, is, therefore, not the *le-kin* impositions and other official obstructions, for these equally retard the free circulation of native products, but the fact that she herself can produce an article of more durable quality, and better suited to the wants of the people, at an equal or lower cost. There are many purposes, of course, for which the English fabric is more suitable, and there is a large and increasing class who can afford to pay for, and who prefer a finer quality than the native looms can produce, and, as far as these wants are concerned, the trade is unquestionably on a sound basis, and is bound to increase. Every additional facility for internal transport will, by enabling goods of this class to reach districts hitherto inaccessible, give an additional impetus to the demand. But so long as the native looms continue to produce cloth at the same cost as at present, our manufactures cannot seriously enter into competition with it for the supply of the wants of the million.

In view of these considerations, it is matter for serious regret that the quality of home products should have, through the excessive use of

size, deteriorated of late. It is said that during the past year shipments of the inferior quality have paid the importer better than the higher-priced and more genuine article, as the proportion between the selling prices here was less than that of the cost prices at home. This is readily accounted for by supposing that the consumer has not yet learned to discriminate between the two, but this is a knowledge that he will certainly gain sooner or later, and it is much to be feared that it will react, not alone on the particular class, but on all kinds of English manufactures. This is a warning that has been repeated in many quarters, and I need not do more here than simply allude to it.

The abundance of raw cotton, coupled with the enormous consumption of manufactured goods of one kind or other, has naturally led the idea to be entertained of establishing manufactories on the spot. If the native cloth made, as at present, solely by the antiquated and laborious hand-loom of the country, can nevertheless undersell the Manchester products, it is fairly to be supposed that the introduction of steam-power and modern weaving machinery would enable the promoters to produce an article cheaper still. No active steps have yet been taken, so far as I am aware, to establish anything of the kind, one of the difficulties being a doubt as to the terms on which fabrics thus produced would be admitted into the interior. If the arrangement between the traders and the officials, which I have alluded to above, is found to be a permanent one, and particularly if it is extended to other provinces, half this difficulty will disappear. Unless some unforeseen obstacle should turn up to mar progress, there seems no reason to doubt that such an undertaking would ultimately prove a financial success. I say *ultimately*, because all our experience here and in India goes to prove that in all such enterprises, where costly European machinery is for the first time worked on an Asiatic scale of expenditure, the road to success lies only through failure.

The following Table shows the comparative imports during the past four years, of the chief classes of piece goods, a brief review of the year's business in each of which will be given below :—

|                            | 1871.     | 1872.     | 1873.     | 1874.     | Dec. 31, 1874.   |
|----------------------------|-----------|-----------|-----------|-----------|------------------|
|                            | Imports.  | Imports.  | Imports.  | Imports.  | Estimated Stock. |
|                            | Pieces.   | Pieces.   | Pieces.   | Pieces.   | Pieces.          |
| Shirtings, grey            | 7,401,990 | 4,316,483 | 4,008,488 | 5,313,391 | 1,195,910        |
| " white                    | 489,497   | 525,593   | 359,000   | 552,458   | 50,810           |
| " dyed                     | 186,830   | 151,718   | 122,000   | 151,519   | ...              |
| T-cloths                   | 3,659,472 | 4,628,889 | 1,533,200 | 1,601,913 | 600,000          |
| Drills and jeans           | 871,291   | 1,399,613 | 868,001   | 841,076   | 497,000          |
| Camlets, English and Dutch | 68,952    | 50,623    | 82,600    | 77,397    | ...              |
| Lastings                   | 45,057    | 25,221    | 42,787    | 43,571    | ...              |
| " crape                    | 3,359     | 6,310     | 10,970    | 13,096    | ...              |
| Long ells                  | 103,213   | 83,297    | 69,546    | 72,447    | ...              |
| Spanish stripes            | 54,786    | 47,382    | 67,061    | 41,127    | ...              |
| Lustres and Orleans        | 291,354   | 325,303   | 350,574   | 218,370   | ...              |

*Grey Shirtings.*—Importers complain of unfavourable results on the transactions in this class of fabric. The average selling price of best  $8\frac{1}{4}$  lbs. throughout the year has been  $1.93\frac{1}{2}$  taels, the highest being 2.05 taels per piece in January, and the lowest 1.88 taels in December. It is calculated that these rates are barely sufficient to cover the actual cost, not including commissions either here or at home. In lower qualities matters were no better. At the beginning of the year 7 lbs. common to best were quoted with small demand at 1.50 and 1.68 taels per piece, and by June prices had fallen as low as 1.35 to 1.36 taels per piece, a rate which continued, with only a slight advance, to the close of

the year. Considerable quantities of this quality were exported to Japan. Heavy shirtings, however, it must be noticed, have as a rule paid well. About the end of May a demand sprang up, and all available goods were bought up by speculators on the basis of 2.48 to 2.50 taels for Dewhurst's "Eagle chop," and before the end of June the same goods were re-sold at largely advanced rates, as much as 3.03 taels per piece being paid for best quality. These extreme prices were soon reduced by fresh arrivals, but the market continued firm to the end of the year, the closing rates being 2.60 to 2.62 taels for "Eagle chop." It may be noticed that a large quantity of these heavy shirtings were shipped to Newchwang in anticipation of a rising Corean trade, which seems likely to be of considerable importance.

*White Shirtings.*—The trade under this heading shows a promising increase, the quantity sold and delivered during last year being greater than in any previous year. The figures are—

|      |    |    |    |    |    | Pieces. |
|------|----|----|----|----|----|---------|
| 1871 | .. | .. | .. | .. | .. | 442,000 |
| 1872 | .. | .. | .. | .. | .. | 560,000 |
| 1873 | .. | .. | .. | .. | .. | 525,000 |
| 1874 | .. | .. | .. | .. | .. | 586,000 |

The prices have been for Dewhurst's best "Eagle chop" taiping 2.25 taels maximum to 2.15 taels minimum. A system of weekly auctions of sound goods, instituted during the summer, caused a fall in ordinary qualities from 1.93 taels in May to 1.80 in August, but by the end of the year prices had advanced with active demand to 1.90 and 2.05 taels for common, and 2.17½ taels for Dewhurst's taipings.

*T-cloths.*—I noticed in my general remarks the large accumulation of stocks of this fabric, from the excessive shipments of previous years. On 31st December, 1872, the quantity of unsold goods was estimated at 1,782,300 pieces; at the same date in 1873 it was 1,259,500 pieces, and by the end of 1874 it had fallen as low as about 600,000 pieces. This, it may be said, is the only satisfactory point to be noticed. Prices continued low, and demand flat, throughout the year, contrary to general expectation, and though a somewhat larger quantity was disposed of than last year, the deliveries still fall very much short of the two previous years. The ruling prices throughout the year will be seen from the following table:—

|                   |    | April 1. | July 3. | October 7. | December 31. |
|-------------------|----|----------|---------|------------|--------------|
|                   |    | Taels.   | Taels.  | Taels.     | Taels.       |
| 6 lbs. common ..  | .. | 1.04     | 1.05    | 1.09       | 1.05         |
| 6 lbs. Mexican .. | .. | 1.17     | 1.16    | 1.16       | 1.15         |
| 7 lbs. „ ..       | .. | 1.35     | 1.38    | 1.31       | 1.30         |
| 7 lbs. common ..  | .. | 1.13     | 1.15    | 1.20       | 1.18         |
| 8 lbs. „ ..       | .. | 1.55     | 1.70    | 1.60       | 1.53         |

It is said that mildew has had no small share in keeping the lighter weights of T-cloths at such a low range, but, at the same time, it is admitted that the mildew was more the result of prolonged holding than of any primary adulteration, and therefore it is unnecessary to speak of it as a separate cause; it is only another of the consequences of shipments far beyond the wants of the country in former years.

*Drills and Jeans.*—A considerable falling off in the demand for drills has taken place, and, except in the latter part of the year, prices were very low. At the beginning of the year heavy sales were made, but on terms described as ruinous to the importer. A heavy stock had been left over from 1873, and large supplies kept on arriving, so that holders



were glad to realize on any terms they could get. Thus prices declined from the low opening figure of about 2·40 and 2·50 taels to 2·18 taels per piece, which was paid at auction for fair ordinary 15 lb. However, as the season advanced, the cost in Manchester was lessened considerably, and shipments decreased, by both which causes the imports profited.

The English manufacture occupies by far the most important position here now, and to a great extent rules the market. The quantity of Dutch drills imported this year has fallen off four-fifths, as compared with 1873, probably owing to the heavy losses on that year's shipments. The supply of American drills is carefully regulated, and consequently their values do not fluctuate so greatly as those of the other qualities.

As regards Jeans, there has been a good demand throughout the year, and good prices have been realized. The consumption has considerably outrun importation, and the year closes with lower stocks than usual.

*Woolens.*—The year's transactions in woollen fabrics have not been satisfactory either to the foreign or native dealer. The demand for all classes, except camlets, has fallen off, as the following table will show :—

|                            | 1871.   | 1872.   | 1873.   | 1874.   |
|----------------------------|---------|---------|---------|---------|
| Deliveries of—             | Pieces. | Pieces. | Pieces. | Pieces. |
| Camlets .. ..              | 73,400  | 65,100  | 77,130  | 81,420  |
| Long ells .. ..            | 125,000 | 126,000 | 120,000 | 90,000  |
| Lustres, plain and figured | 197,000 | 262,000 | 273,000 | 196,600 |
| Lastings .. ..             | 38,000  | 35,000  | 47,000  | 37,000  |
| Spanish stripes .. ..      | ..      | ..      | 106,000 | 96,700  |

A weak market has been still further depressed by the institution of weekly auction sales of sound goods, "without reserve."

A constant supply of camlets and Spanish stripes is thus kept up, and it often happens that other importers are brought to a complete stand still. These auctions, whatever may be said of them as a financial success, have been the medium of a large proportion of the total sales effected since their institution in May last.

The falling off in the demand for woollens is all the more disappointing as a considerable advance had been made in 1873, and there seems no adequate reason to account for it. Excessive inland squeezes, and the abundance and cheapness of silk, are both given as reasons, but it is just as likely that there has been a temporary glut in the native inland markets, caused by the heavy deliveries of last year, which will pass off in time, and allow things to resume their normal course.

*Opium.*—As far as mere statistics are concerned, the imported drug seems to maintain its position successfully as a staple, notwithstanding the serious competition against which it has to contend in the continually increasing cultivation of the native product in some of the ports which are fed from Shanghai. This will be apparent from the following comparative statement showing the gross imports for the past three years :—

|                 | 1872.     | 1873.     | 1874.     |
|-----------------|-----------|-----------|-----------|
|                 | Pic. c.   | Pic. c.   | Pic. c.   |
| Malwa . . . .   | 27,909 00 | 29,384 00 | 32,396 00 |
| Patna . . . .   | 9,667 20  | 8,878 80  | 10,129 20 |
| Benares . . . . | 3,335 40  | 4,286 40  | 3,495 40  |
| Persian . . . . | 97 00     | 52 00     | 147 00    |
| Total . . . .   | 41,008 60 | 42,601 20 | 46,167 60 |

A corresponding increase is exhibited as a natural consequence in the



quantity re-exported hence coast-wise, and in that retained for local consumption:—

|             |    |    | 1872.     | 1873.     | 1874.     |
|-------------|----|----|-----------|-----------|-----------|
|             |    |    | Pic. c.   | Pic. c.   | Pic. c.   |
| Re-exported | .. | .. | 28,941 00 | 30,042 51 | 31,979 80 |
| Net import  | .. | .. | 12,067 60 | 12,558 69 | 14,188 00 |

In the distribution of the re-exported drug, a little more than half the entire quantity sent out falls as hitherto to the share of the three Yangtze ports, Chinkiang taking the lead as the chief consumer, and the remainder is absorbed amongst the three northern ports, assisted by Ningpo. It is noticeable that, in the case of the northern ports, where the extensive cultivation of the native product might be supposed to exert a more decidedly antagonistic influence, the shares taken by Cheefoo and Tien-tsin have materially increased during 1874, as compared with the previous year; and even Newchwang does not exhibit the amount of falling off in consumption that might be expected from its proximity to the reported large opium producing tracts of Manchuria. The imports hence into Ningpo, on the other hand, have declined considerably, owing no doubt to the extensive cultivation which has been successfully introduced into that Prefecture. The following statement gives an idea of the comparative re-exports in these several directions during the past three years:—

|                 |    |    | 1872.   | 1873.   | 1874.   |
|-----------------|----|----|---------|---------|---------|
| River ports—    |    |    | Piculs. | Piculs. | Piculs. |
| Chinkiang       | .. | .. | 8,718   | 9,771   | 11,055  |
| Kiukiang        | .. | .. | 2,035   | 2,336   | 2,559   |
| Hankow          | .. | .. | 2,526   | 3,114   | 2,835   |
| Total           | .. | .. | 13,279  | 15,221  | 16,449  |
| Northern ports— |    |    |         |         |         |
| Chefoo          | .. | .. | 4,070   | 3,186   | 4,399   |
| Tien-tsin       | .. | .. | 4,680   | 4,948   | 5,374   |
| Newchwang       | .. | .. | 1,977   | 2,261   | 1,452   |
| Total           | .. | .. | 10,727  | 10,395  | 11,225  |
| Ningpo          | .. | .. | 4,768   | 4,253   | 2,971   |
| Sundry ports    | .. | .. | ..      | 122     | ..      |

Notwithstanding the above described favourable indications of an increasing traffic in the drug, merchants complain that the business of the year 1874 has, on the whole, been dull and unsatisfactory for importers, opium fetching continually lower rates, while the course of exchange has been adverse, the highest point reached being 6s. 1d. per tael at the beginning of June.

At the opening of the year exchange was quoted at 5s. 8 $\frac{3}{4}$ d., rising to 6s. 1d. in June, from which it quickly declined to 5s. 8 $\frac{1}{2}$ d. in July, rising subsequently no higher than 5s. 9 $\frac{1}{2}$ d., and closing at 5s. 9d. On India the rate fluctuated at times from 301 to 307 rupees per 100 taels, rising as high in the beginning of June as 315 to 318 rupees, but declining to 302 rupees at the close of the year.

At the beginning of January Malwa opium was quoted at from 470 to 475 taels per picul, Patna from 440 to 445 taels per chest. During the summer reports of an unusually large crop of native opium, estimated at 20 per cent. over the previous year's production, caused prices to

recede, so that Malwa was sold at 445 taels, and Patna at 402 to 407 taels. News of a rise in price in Bengal during the month of May temporarily stimulated the market, but the large stock held neutralized the upward tendency, and led to large shipments to the outports on account of original importers. Towards the end of the year the price of Malwa still further declined, closing at 425 taels, Patna, however, of which smaller stocks were held, showed an improvement for some time, and finally closed at rates equal about to those attained in the beginning of the year.

Benares fluctuated in much the same manner as Patna, but a fall in the early part of the year from 448 to 400 taels was not recovered from, and the year closed with quotations at 427 taels.

This depressed condition of the opium market was contemporaneous with a general decline in the trade of the port, both native and foreign.

Both imports and exports shared in the depression, which reacted seriously on the value of property at the port. Taking the trade of 1874 all round the year was most unsatisfactory for those engaged in it.

There is little further to relate as to the increase in the growth of native opium. It is evident that up to the present time the supply has not kept pace with the demand, and the extension of the cultivation of the drug has been stimulated by the high prices offered.

There are signs that at no distant date an equalization of the two will occur, and this event must be marked either by the stoppage of the import of Indian opium, or by such a reduction in its cost as will enable it to compete on more equal terms with its Chinese rival. In Manchuria it seems likely that native opium will in a short time take its place as a regular export. As yet the increased production has not had that effect, on either the amount or the price of Indian opium, taken at Newchwang, which might have been anticipated. This is to be attributed to the superior quality of the foreign drug, or possibly to the fact that it still guides the taste of the native consumer. It is probable that much of the drug imported at Newchwang is made use of to strengthen and correct the flavour of the native drug. In such a case it may occur that an export of the native drug may for years to come be coincident with a considerable import of the foreign article. It is very likely owing to this cause that the import of Indian opium at Tien-tsin, as compared with Newchwang, has been continually decreasing, the Manchurian drug, flavoured with Indian opium, being able to compete successfully with the latter in the state of purity.

The whole of the north-west and west of China may be said to be practically independent of our trade for its supply of opium. The import at Hankow has never attained to any important position, while for years back native opium has formed to a small extent a regular export. Kiu-kiang is mainly occupied with the supply of Kiangsi, but has never been a favourite port with the Chinese, on account of the stringent restrictions which have been placed on trade by the mandarins of the province. Chinkiang, Shanghai, and the southern ports are apparently the only markets where foreign opium will be able to hold its own against the native drug. At none of these ports, except perhaps Ningpo, does Chinese opium interfere with foreign. Its growth was for a time attempted in Kwangtung, but was not found suitable for the soil or climate, and the production has almost, if not altogether, ceased. Fuh-kien does not produce opium in any great quantity, its staple of sugar probably proving equally if not more remunerative. No reports are given of opium grown in Keangse or Hunan; Keangsu and An-hui seem not to produce opium at present.

Near Ningpo, in the Prefecture of Tan-chow, a considerable quantity

of opium is now produced. The crop in 1873 was estimated at 4,500 piculs; the total import of foreign opium at Ningpo for the year being about 7,500 piculs. The southern ports show a good deal of fluctuation between themselves in the amount imported from year to year, but this variation depends more on the amount of irregular duties levied at the various ports than on the actual demand of the districts concerned, the import naturally gravitating towards those ports where imposts are light and means of communication easy.

It is thus that a great proportion of the opium consumed in Kiangsi is imported, not through Kiukiang, the only port of the province open to foreign trade, but by way of Swatow and Ningpo, or directly from Hong Kong through the native Custom-house at Shek-lung. Similarly, heavy taxes in Foochow force the opium import, which would naturally come to it as a large exporting mart, to be conducted at Amoy and Ningpo, or even Swatow, where the duties levied are so much lighter as to leave a considerable margin after paying the extra carriage.

Although nominally the laws of China forbid the cultivation of opium, and although from time to time edicts are issued repeating this prohibition, yet there are signs that the cultivation of opium is likely to be formally legalized. At present, though formally forbidden, it is actually encouraged by the high tariff placed on the foreign drug. At Shanghai, Hankow, and Tien-tsin, again, notwithstanding the formal prohibition of the growth of native opium, lekin taxes are regularly levied on it, and these taxes are 50 per cent. lower than those charged on foreign opium, so that the native growth is actually protected against the competition of its foreign rival.

Nor is there wanting amongst influential Chinese a strong party who acknowledging that opium is deleterious, yet qualify this idea by the assertion that experience has proved it necessary, and who urge on the Government the advisability of making a source of revenue out of what it has proved its inability to entirely restrain. Allied more or less with this party is another, who, taking a mistaken view of political economy, would exclude all imports as tending to draw away wealth from the country. Why should foreigners, they plead, derive all this profit from opium? If we raise the lekin taxes, and throw obstacles in the way of internal carriage, so that the import of foreign drug may become unprofitable, the growth of the native will be encouraged, and the wealth which now goes to enrich the foreigner and foreign trade generally will remain amongst our own people.

It is needless to add that the Chinese are not likely for years to come to appreciate the falsity of this course of reasoning; the argument is apparently of that simple nature that to those ignorant of the first principles of political economy it seems irrefragable.

Looking at all these circumstances together, it seems that a critical period is in store for the opium trade, and that much discrimination on the part of buyers, and much judgment on the part of the Indian Government, will be needed to restore it to a sound footing. The regulation of the lekin taxes in China, and the admission of foreign opium to the interior markets, will shortly become a question to be seriously discussed on its merits. It is fortunate that the recent tendency of Chinese practice and Chinese opinion is to remove it from the region of sentiment to that of sober fact.

Although Shanghai as a port is not directly affected by the antagonism between native grown opium and the foreign imported drug, it may nevertheless prove of interest if I annex my Report, already submitted, upon the relative influences of the two products upon each other, as shown by the statistics of the last few years.

## METALS.

## IRON.

|                       | 1871.   | 1872.   | 1873.   | 1874.   | Average of<br>4 Years. |
|-----------------------|---------|---------|---------|---------|------------------------|
|                       | Piculs. | Piculs. | Piculs. | Piculs. | Piculs.                |
| Nail-rod, &c., bar .. | 138,413 | 197,717 | 163,495 | 182,979 | 170,651                |
| Other sorts ..        | 81,423  | 58,699  | 48,627  | 55,363  | 61,028                 |
| Total ..              | 219,836 | 256,416 | 212,122 | 238,342 | 231,679                |

A considerable increase has taken place in the recent importation of iron from Belgium, which is cheaper than English nail-rod and bar iron, and realizes about 3 mace per picul less on the Shanghai market than English Staffordshire iron. The iron trade from Belgium to China is extending rapidly, and to the displacement of the English metal. Iron is chiefly used for nails, and in the manufacture of agricultural, trade, and domestic implements. Pig iron, for smelting in the Government arsenals, is sometimes in request by these establishments.

## TIN.

|                      |    |    |    |    |    |         |
|----------------------|----|----|----|----|----|---------|
|                      |    |    |    |    |    | Piculs. |
| 1871 ..              | .. | .. | .. | .. | .. | 12,862  |
| 1872 ..              | .. | .. | .. | .. | .. | 24,394  |
| 1873 ..              | .. | .. | .. | .. | .. | 29,458  |
| 1874 ..              | .. | .. | .. | .. | .. | 40,568  |
| Average of 4 years . |    |    |    |    |    | 26,320  |

*Tin* is imported into China by the Straits, Banca, and Singapore, chiefly via Hong Kong. The trade is in the hands of the Chinese, and prices have fallen, under increased imports to Shanghai, from 27 to 19 taels per picul.

## TIN PLATES.

|                       |    |    |    |    |    |         |
|-----------------------|----|----|----|----|----|---------|
|                       |    |    |    |    |    | Piculs. |
| 1871 ..               | .. | .. | .. | .. | .. | 1,468   |
| 1872 ..               | .. | .. | .. | .. | .. | 2,191   |
| 1873 ..               | .. | .. | .. | .. | .. | 6,976   |
| 1874 ..               | .. | .. | .. | .. | .. | 1,933   |
| Average of 4 years .. |    |    |    |    |    | 3,142   |

*Tin-plates* are manufactured iron and tin-washed plates, imported from England for the manufacture of canisters and other utensils in use among the Chinese.

## STEEL.

|                      |    |    |    |    |    |         |
|----------------------|----|----|----|----|----|---------|
|                      |    |    |    |    |    | Piculs. |
| 1871 ..              | .. | .. | .. | .. | .. | 6,625   |
| 1872 ..              | .. | .. | .. | .. | .. | 9,182   |
| 1873 ..              | .. | .. | .. | .. | .. | 3,619   |
| 1874 ..              | .. | .. | .. | .. | .. | 11,114  |
| Average of 4 years . |    |    |    |    |    | 7,635   |

German and Belgian steel is imported almost to the exclusion of Swedish steel with which this market was entirely supplied a few years ago. The German steel is called by the Chinese dealers "bamboo steel," and besides being of fair quality is cheaper than Swedish.

## TIMBER.

The timber market has been greatly overstocked during the last two years. Oregon pine, costing 22 dollars per 1,000 superficial feet of

1 inch thick, has been sold in Shanghae at from 21 to 30 taels. The following Table will give some idea of the course of the timber trade during the past two years. The number of Foochow poles does not actually represent the amount brought to Shanghae, as large quantities of this timber are carried in native craft.



| Description.               | Amount Imported<br>in 1873. | Amount Imported<br>in 1874. | Where Produced.                       | Remarks.  |
|----------------------------|-----------------------------|-----------------------------|---------------------------------------|---|
| Beams .. Pieces ..         | 7,796                       | 4,728                       | Oregon ..                             | Used for house and ship-building purposes.  |
| Lathes and shingles .. "   | 428,349                     | 413,937                     | Ditto ..                              | Solely for house-building.  |
| Piles and poles .. "       | 7,493                       | 623                         | Foo-chow ..                           | Used for foundations of foreign, and frameworks of native houses.   |
| Crooks and knees .. "      | 1,126                       | 329                         | Oregon, Manila, Straits of Malacca .. | For ship and boat-building.   |
| Planks, hard wood .. "     | 68,070                      | 41,243                      | Singapore, Manila ..                  | For floors of houses; also for joiners, and cabinet-makers' work.   |
| " soft wood .. Sq. feet .. | 8,900,649                   | 8,545,848                   | Oregon and Japan ..                   | The Oregon and spruce pines are used in house and ship-building. The Japan planks, which are very inferior, are used for rough sheeting under roof-tiling, floors of native houses, &c. |

## COAL.

The following Table will show the amount of coal imported, and its average value, during 1874.

| Whence.           | Quantity. | Average Value per ton.        | Stock on Jan. 1, 1874. |
|-------------------|-----------|-------------------------------|------------------------|
|                   | Tons.     | Taels.                        | Tons.                  |
| Great Britain . . | 6,590     | Cardiff 11·00<br>English 9·00 | 15,335                 |
| America . . . .   | 2,188     | 11·00                         | 140                    |
| Austria . . . .   | 39,006    | 7·71                          | 24,871                 |
| Japan . . . . .   | 59,561    | 5·60                          | 17,053                 |
| Formosa . . . .   | 10,156    | 5·90                          | 4,530                  |
| Totals . . . . .  | 117,501   | ..                            | 61,932                 |

This makes a total of 179,433 tons on the market during the year. Of this, 132,406 tons were delivered, leaving a stock on the 1st January, 1875, of 47,027 tons. There is a decrease of 14,285 tons as compared with the amount imported in 1873. This is owing to the large stocks in hand on the 1st January, 1874.

The most noticeable feature in this trade is the large and annually increasing amount of Japanese coal imported. Of all the coal imported into Shanghai, more than one-half comes from the Takasima mines near Nagasaki. Foreign machinery is employed there, and the annual output is consequently very large. Freight, moreover, as I noticed under its proper heading, has been as low as 1 dollar per ton from Nagasaki to Shanghai.

Of course this large supply of Japanese coal tends to drive other sorts out of the market. English, American, Australian, and Formosan coals all show a marked falling off. The amount of English coals imported in 1874 was only 6,590 tons, against 12,580 tons in 1873, and 44,924 tons in 1872.

## TREASURE.

Owing to the failure of the Customs to take note of bullion entering and leaving the port, it is only possible to arrive at an approximate estimate of the amount imported and exported for the year, and these I put down respectively at 30,000,000 taels and 20,000,000 taels. The average of exchange for Bank paper has been about 5s. 9½d. I may as well note here that, as far as imports are concerned, the exchange is to some extent responsible for part of the losses sustained in the trade. Merchants formerly reckoned upon 6s. for six months' bills as a standard rate, generally remitting, however, at a better rate; but the value of silver at home has declined so much that they have now to regard 5s. 9d. as a full rate for remittance. This makes a difference to importers of 4 per cent., which might be recouped in the price sold at here, were it not that the Chinese ignore sterling altogether in their dealings with foreigners, and, having accustomed themselves to certain tael prices, it is not easy to make them pay an advance corresponding with the drop in exchange. Besides, as the tael price is advanced in consequence of the low exchange, merchants are placed in a so much worse position to compete against native manufactures, which are of course sold and paid for in the currency of the country, which has, so far not felt the influence of the decline of silver at home.

## EXPORTS.

My Reports for the years 1872 and 1873 showed a continually decreasing value (in a merely statistical point of view) of the exports and re-exports of native produce hence to foreign countries and coastwise, and this year I have to record a continued tendency in the same retrogressive direction, the total values for the year 1874 being 57,488,023 taels against 64,814,710 taels for 1873, showing a difference of nearly 7,500,000 taels. It is in exports and re-exports to Great Britain and the United States that the falling off entirely occurs, those coastwise having on the whole experienced a considerable increase, as will be seen from the following comparative statement.

|   | Increase.        | Decrease.         |
|---|------------------|-------------------|
|   | Taels.           | Taels.            |
| Foreign—  |                  |                   |
| Great Britain and dependencies (Hong Kong excepted) .. .. | ..               | 7,090,576         |
| United States .. ..                                       | ..               | 1,068,092         |
| France .. ..  | 816,800          | ..                |
| Other countries .. ..                                     | ..               | 198,313           |
| Coastwise—  |                  |                   |
| Hong Kong .. ..   | 1,055,652        | ..                |
| Hankow .. ..  | ..               | 1,779,141         |
| Other ports .. ..   | 936,983          | ..                |
| <b>Total .. ..</b>  | <b>2,809,435</b> | <b>10,136,322</b> |
| <b>Increase .. ..</b>                                     | <b>..</b>        | <b>2,809,435</b>  |
| <b>Net decrease .. ..</b>                                 | <b>..</b>        | <b>7,326,587</b>  |

This decrease is, however, more apparent than real, and is due mainly to the extraordinary fall in the value of silk (which will be remarked upon at more length below) that took place during the season 1873-74, and which still prevails. The actual quantity of silk exported exceeds the export of 1873 by over 12,000 bales, and yet the total value is less by 4,772,000 taels. Had the price continued steady during the two years, instead of any decrease, there would have appeared an increase in this staple of nearly 6,000,000 taels. Taking the value published in the Customs Returns as correct, the average price of a bale of silk in 1873 was 468 taels, while in 1874 it was only 314 taels.

The next important article of export is tea, and this also shows a decrease of 3,727,000 taels. The actual quantity exported was less by 79,162 piculs, or, say, 11,188,546 lbs. than in 1873, and there appears to be a fall of price as well. The average value, taking the Customs Returns as before, in 1873 was 25.30 taels per picul, while it barely reached 23 taels in 1874. Both these phenomena, however, are probably partly accounted for by the fact that an increasing number of steamers load at Hankow for London direct, in the early part of the season, when the highest priced teas are on the market, whose cargoes consequently do not figure in the Shanghai Trade Returns. It does not appear, as a matter of fact, that the total export of black teas from all the northern ports is less in amount or value than in previous years. There is, however, a marked decrease in green teas, both in regard to amount and value, as compared with last year, chiefly on the shipments to the United States, the reasons for which will be found below under the particular heading. The two articles of tea and silk, therefore, figure in the Shanghai Returns as together showing a falling off of 8,500,000 taels. About 1,000,000 of this is counterbalanced by a gain on cotton, leaving

all other articles at a similar figure to that of 1873. The increase and decrease will be seen at a glance, from the following Table.

|                    | 1873.      | 1874.      | Increase. | Decrease. |
|--------------------|------------|------------|-----------|-----------|
|                    | Taels.     | Taels.     | Taels.    | Taels.    |
| Silk .. ..         | 26,241,405 | 21,469,950 | ..        | 4,771,455 |
| Tea .. ..          | 19,375,356 | 15,648,846 | ..        | 3,726,510 |
| Raw cotton .. ..   | 4,907,510  | 5,826,373  | 918,863   | ..        |
| Nankeens .. ..     | 651,423    | 733,849    | 82,426    | ..        |
| Cuttle-fish .. ..  | 574,429    | 786,829    | 212,400   | ..        |
| Ginseng .. ..      | 230,453    | 316,390    | 85,937    | ..        |
| Hemp .. ..         | 443,437    | 439,600    | ..        | 3,837     |
| Medicine .. ..     | 1,242,051  | 1,341,560  | 99,509    | ..        |
| Sugar, brown .. .. | 1,143,480  | 837,715    | ..        | 305,765   |
| " white .. ..      | 1,263,718  | 1,007,550  | ..        | 256,168   |
|                    | 56,073,262 | 48,408,662 | 1,399,135 | 9,003,735 |
| Sundries .. ..     | 8,741,448  | 9,079,361  | 337,913   | ..        |
| Total .. ..        | 64,814,710 | 57,488,023 | 1,737,048 | 9,063,735 |

Net decrease, 7,326,687 taels.

*Tea.*—The decrease in the export of tea is divided between Great Britain and the United States, the former taking 30,000 piculs less of black, and the latter 56,000 piculs less of green, leaf, than in the previous year. Last year I had to report a heavy decline in the export of green teas, and the review of this year not only repeats the same tale, but shows an unusually heavy catalogue of losses and disasters to those traders engaged in this branch of business.

With regard to the course of the market in general during the past twelve months, it seems to be the opinion of merchants that there has not been any cause of congratulation. The London market, from its exceptionally favourable position, warranted the hope that the season would be a successful one; but these promising prospects were, as usual, sacrificed by the impatience of shippers, and their persistence in taking it for granted that an interest in the opening shipments, no matter on what terms, must prove profitable. A high range of prices was consequently established at the opening of the market, and became the standard for the whole season. In describing further operations I cannot do better than quote from a local paper.

"It was calculated that when the first of the new teas arrived home, the stock of congou in London would be smaller than had been known for many years; and this expectation was confirmed when the Board of Trade Returns to the end of June were published. It was then found that the stocks of congou in bonded warehouses were—

|                     |                    |                                 |
|---------------------|--------------------|---------------------------------|
| " On June 30, 1874. | 33,000,000 lbs. or | 3½ months' consumption; against |
| " 1873.             | 41,000,000         | " 4½                            |
| " 1872.             | 49,000,000         | " 5                             |
| " 1871.             | 50,500,000         | " 5                             |
| " 1870.             | 58,000,000         | " 6½                            |
| " 1869.             | 49,000,000         | " 5½                            |
| " 1868.             | 45,000,000         | " 5½                            |
| " 1867.             | 63,000,000         | " 7½                            |
| " 1866.             | 70,000,000         | " 10                            |
| " 1865.             | 68,000,000         | " 9½                            |

"The first arrival at Hankow took place on the 23rd May, when sixteen chops were shown, and on the same day three parcels, Cheong Sow Kye teas, were purchased at 37 taels to 37.50 taels, or about 4 taels

over the opening rates of the previous season. The standard of price having been thus established, settlements were continued on the same basis during the next fortnight, by which time nearly the whole of the first crop, amounting to one-third of the whole season's export of black from northern ports, had been settled. Teas from inferior districts realized proportionately high prices. The following Table will show the comparative prices of the two seasons for the first 22,000,000 lbs.

|                                    | 1874.      | 1873.      |
|------------------------------------|------------|------------|
|                                    | Lbs.       | Lbs.       |
| " Costing 2s. 6d. to 3s. 6d. .. .. | 2,300,000  | 1,500,000  |
| 2s. to 2s. 6d. .. ..               | 7,600,000  | 5,600,000  |
| 1s. 6d. to 2s. .. ..               | 11,600,000 | 13,600,000 |
| 1s. 1d. to 1s. 6d. .. ..           | 500,000    | 1,300,000  |
|                                    | 22,000,000 | 22,000,000 |

"The quality of the crop, with the exception of Ningchows, was hardly up to the average; but the teas from this district were probably the best that have ever come forward, their quality almost justifying the excessive rates that were paid for them. Most of these kinds were taken for the Russian market.

"The 'Glenartney's' was the first cargo of new tea put on the London market, where, with so bare a stock, it could not meet with other than a ready demand; and had it not been that prospective profits had been discounted in China, and already gone into native hands, must have given a most satisfactory out-turn. As it was, cost on this side had been so high, that willing as dealers were to pay full prices, they were not prepared for the excessive rates necessarily demanded to cover China cost, and consequently contented themselves with buying for their immediate requirements. It was a fact pregnant with significance, that while they refrained from making offers high enough to cover prime cost of really good teas, they took freely almost anything that was offered for price, with very little regard to quality. The loss of the 'Gordon Castle,' however, helped the position of the high cost teas, and they were gradually quitted at prices for which the most that can be said was, that they did not lose much. Common grades by the first two ships, and occasional parcels of well-bought fine teas, paid fair profits.

"By the first week in June the great scramble in Hankow was over and on the 9th the Shanghai market was opened. Prices were about on a par with Hankow rates, with the exception of a few remaining parcels of fine teas, which were bought, showing a loss on Hankow offers. During the whole of the latter part of June, however, supplies were scanty, and business consequently restricted, for second crop teas had not yet had time to arrive, while the first crop was already exhausted, and never before has the interval between the first and second crops been so distinctly marked. The latter began to come forward about the first week in July, and found buyers up to 27 taels for Oopacks, and 33 taels for Ningchows. The quality of these teas was by no means good, but arrivals were so scanty, partly owing to the large quantity settled in Hankow, that teamen were easily enabled to maintain rates, which averaged fully 2 taels above those of the previous season, were equal to the prices of 1872, which resulted so unfortunately, and were 5 to 6 taels higher than those ruling in 1870 and 1871. During the early part of August there were much freer supplies, but daily settlements were so large that stock never reached over 35,000 chests, against a maximum of 42,000 chests in 1873, 56,000 in 1872, 66,000 in 1871, and



100,000 in 1870. Third crop teas began arriving about this time, and were eagerly taken at full prices. As each batch of musters was put on the market, a steady and continuous falling away in quality was apparent; and by the end of September it was evident the season was drawing to a close. From this date till the middle of November, when the last muster was shown, arrivals were small, and the season finished at the earliest date on record. The total export of congou from northern ports aggregated 77,200,000 lbs., which was divided as follows—

|                               | 1874-75.   | 1873-74.   | 1872-73.   | 1871-72.   |
|-------------------------------|------------|------------|------------|------------|
|                               | Lbs.       | Lbs.       | Lbs.       | Lbs.       |
| "To Great Britain ..          | 68,000,000 | 63,500,000 | 65,000,000 | 70,500,000 |
| America .. ..                 | 1,600,000  | 800,000    | 1,300,000  | 2,000,000  |
| Australia .. ..               | ..         | ..         | ..         | 600,000    |
| Continent .. ..               | 4,000,000  | 4,700,000  | 4,100,000  | 1,900,000  |
| Siberia, <i>viâ</i> Tien-tsin | 3,600,000  | 6,800,000  | 5,000,000  | 2,200,000  |
|                               | 77,200,000 | 75,800,000 | 75,400,000 | 77,200,000 |

"During the year there had again been a considerable amount lost at sea, which reduced the actual quantity of black leaf congou available for consumption—

"In 1874-75. "Canton" and "Gordon Castle," were lost with 2,518,130 lbs.

1873-74. "Drummond Castle" and "Singapore," ditto, 4,550,621 lbs.

1872-73. "Parnassus," "Lahloo," and "Lalla Rookh," ditto, 3,875,389 lbs.

"The greater portion of the above export has already arrived in England, and although no serious losses have been made, the result to shippers has been very bare. The most satisfactory out-turn was on common teas early in the season, a few 'on fine' Ningchows, which were bought shortly after the opening of the Shanghae market, and the earlier shipments of medium second crop teas; while the worst results have been on inferior second and third crop teas, especially clean common Oonam kinds, which, falsely called Oonfaas, were bought at 19 to 22 taels, and in many instances could only be quitted at a loss of 1*d.* to 2*d.* per lb.

"The proportion of tea shipped by steamer and sailing-vessels, has been more in favour of the latter this year than last. Many shippers anticipated that by the time of the arrival of the sailing-vessels the market would have recovered from the weight of shipments crowded forward by steamer, and that their teas, being of earlier growth, and consequently better quality than those arriving at the same moment by steamer would have the preference and realize full rates. This anticipation has, with a few exceptions, proved fallacious. The great bulk of the business at home seems to be done in the first few months after the arrival of the new tea. After that, with the exception of an occasional spasmodic period of speculation, dullness prevails. Stocks decrease month by month, without assisting matters. Prices drag and droop, and there are no signs of life in the market, till the next arrival of new teas set things going again. There can be little doubt, also, but that teas shipped by steamer arrive in better condition, and fresher, than those by sailing-vessel. The proportion of tea (black and green) shipped by steamer and sailing-vessel from Shanghae and Yangtze ports to the United Kingdom is as follows—

|              |    |    |    | Steamer.   | Sailing Vessel. | Total.     |
|--------------|----|----|----|------------|-----------------|------------|
|              |    |    |    | Lbs.       | Lbs.            | Lbs.       |
| " In 1874-75 | .. | .. | .. | 53,500,000 | 24,500,000      | 78,000,000 |
| 1873-74      | .. | .. | .. | 57,500,000 | 14,500,000      | 72,000,000 |
| 1872-73      | .. | .. | .. | 45,500,000 | 30,500,000      | 76,000,000 |

"During the past year Foo-chow teas have been recovering the position they had so long lost. After the bad crops of 1868, 1869, and 1870, red leaf teas fell into disfavour with the home trade, and the prejudice against them was so great that, till within the last two years, black leaf teas were taken in preference to red leafs, even when the latter were probably superior to the former. During the last two years, however, this prejudice seems dying away. This has had an effect decidedly adverse to northern teas, which is increased by the excessive export from Foo-chow.

"*Green Tea.*—On reference to the second paragraph of our retrospect of last year's business, we cannot but marvel at the report we have now to present to our readers, it being for the most part a recital of continuous losses and disastrous results to all concerned in the trade.

"At the close of the season 1873-74 profits were advised on October and November shipments of 3*d.* to 4*d.* per lb. These advices had the usual effect of bringing forward extra supplies of the leaf, which being shipped off at the equivalent of London rates—on the advanced scale—met a reacting market, and lost heavily. Some expectation was formed, therefore, that opening rates of the current season would be reasonable; the moderate stocks held in London and New York also afforded some confidence to operators at this time.

"The increasing popularity of Japan teas in America has stimulated their production considerably; so much so, as to interfere seriously this season with ordinary calculations regarding the shipments of green tea from this port. The preference now given to steamers for early shipments direct to the States, caused such an excess in the supply at an early period, that the results were simply ruinous, further impetus being given to the downward course of the market by importers forcing off their teas without reserve. This state of affairs in America had its effect upon the London market, and many shipments were realized there which were originally intended for New York.

"Stocks in London were exceedingly moderate on the arrival of new Pingsueys, but any advantage to be derived therefrom was entirely dissipated by the dreary prospect in America, combined with the excessive quantities offered without reserve immediately on arrival. To the present time the London market has gradually declined with remarkable consistency, and at the latest dates shows no signs of reaction. On the other hand, the American market has advanced, owing, presumably, to the prospect of a duty being imposed, and we think in some measure to a long pause in arrivals. Still it has not more than reached the level of the English market, and although the advance amounts to the equivalent of about 6 taels per picul, quotations continue to show a loss on shipments of first crop fine grades of Moyunes, Teenkais, and Pingsueys.

"Musters of new Pingsueys were shown in bulk about the 20th June, and buying almost immediately commenced, much to the surprise of the natives, at prices some 3 to 4 taels above their anticipations, and certainly beyond what they could possibly expect from the position of the consuming markets; anxiety to secure early arrivals by first steamers in New York and London being the incentive to buyers. The decided improvement in the liquoring qualities of the teas, seemed such as to

entitle them to a good reception by the home trade. This, however, was more than counteracted by a general want of style and an unevenness of colour. A strong and advancing market was reported until the departure of the Pacific mail of July 3rd; then a somewhat easier tone caused a decline of 2 taels per picul. The fact of there being two large steamers on the berth direct for New York, again induced firmness and a slight recovery from the decline in prices.

"About the second week in July, a few Taiping and Hoochow teas were offered, and eagerly taken at fully last year's prices; the quality was improved in liquor, while in the leaf signs of hasty manipulation were apparent. At the close of the month the arrivals were 40,000 half-chests in excess of the previous season; settlements being only 50,000 half-chests against 40,000 half-chests, leaving the exceptionally heavy stock for this early stage of the season of 50,000 half-chests against 21,000 half-chests. The new Teenkais and Fychows began to arrive on the 23rd July, and a chop was immediately settled at the extreme quotation of 47 taels per picul; the quality of these teas was good in the cup, and decidedly superior in make and appearance.

"During August the market declined 2 to 3 taels, leading to a large business for London and America. Moyunes arrived towards the close of the month, and met with eager competition, at rates on a par with the previous year; the quality was of a fair average. Telegraphic advices of first sales of Pingsueys in New York, caused these grades to be neglected, except by a few sanguine operators for the London market.

"In September prices gradually declined, until a fall of fully 5 taels was established on all grades. Settlements were again heavy, although far behind supplies, the latter coming to hand with conspicuous rapidity, leaving a stock on the 20th of 73,000 half-chests, against 35,000 half-chests.

"The export to England stood at 3,500,000 lbs., against 5,300,000 lbs.; and to America 6,750,000 lbs., against 2,350,000 lbs.

"Later, the favourable position of London statistics attracted buyers for that market, which arrested somewhat the decline consequent upon the extreme depression advised from New York, where the new imports were losing an average of 10 cents per lb.

"The opening of October presented less disparity between supply and demand. Arrivals had fallen off considerably, and thus verified to some extent the native reports of an unusually early season. A large business was reported the first week or two, at rather firmer prices. Before the close, however, the market receded 2 taels per picul, on account of advices giving bad news and serious losses all round. Pingsueys were left in the shade during the month.

"Of November there is little to remark, beyond a small but steady business, without change in prices, chiefly for London, that market being comparatively higher than New York. From the latter, the losses reported were in many instances 12 to 15 cents on Teenkais, and 20 cents on Pingsueys.

"In the first week of December a crisis appears to have been reached in New York, influencing this market to such an extent that Moyunes, Fychows, and Teenkais were bought on more favourable terms than has been known for years, the reduction from the opening of the season being from 8 to 10 taels per picul. This continued until the 13th, when Reuter telegraphed:—"New York market firmer," giving a stronger tone, and this was followed by a rapid rise in New York quotations, to the extent of 10 cents from the lowest point. In the meantime holders here gained confidence, and with the aid of some hurried transactions for the Pacific mail, succeeded in establishing a rise from the lowest

point of 2 to 3 taels on common to medium, and 4 taels on fine to finest. The year closed with a strong although not very general demand, and an appearance of considerable firmness. Pingsueys remained neglected, owing to the enormous losses still advised from all the consuming markets.

"Stocks 96,000 half-chests, against 33,000 half-chests."

*Silk.*—The total amount of silk shipped from Shanghai to foreign countries has increased from 55,622 bales in 1873 to 68,367 bales in 1874. The consumers during the same periods will be seen from the following Comparative Table:—

|                                  |    |    |    | 1873.  | 1874.  |
|----------------------------------|----|----|----|--------|--------|
|                                  |    |    |    | Bales. | Bales. |
| Great Britain                    | .. | .. | .. | 38,987 | 34,891 |
| India                            | .. | .. | .. | 1,501  | 1,176  |
| United States                    | .. | .. | .. | 2,922  | 3,968  |
| France                           | .. | .. | .. | 13,763 | 26,139 |
| Other places on the Continent of |    |    |    |        |        |
| Europe                           | .. | .. | .. | 2,648  | 1,573  |
| Hong Kong                        | .. | .. | .. | 389    | 420    |
| Straits Settlements              | .. | .. | .. | 7      | 121    |
| All other countries              | .. | .. | .. | 405    | 79     |
| Total Export                     | .. | .. | .. | 55,622 | 68,367 |

The most remarkable feature in this Table is the great increase in the shipments to France. The total shipments to the Continent for 1873 had shown a considerable advance over those for the preceding year, while the total to London had fallen off in about the same amount, and it was explained that Continental buyers were, for various reasons, making their purchases in the Shanghai market for direct shipment, instead of going to London to buy, as formerly. This growing tendency has been still further fostered by the increased facilities for direct transport to the large manufacturing districts of the Continent, and it is matter of satisfaction to those engaged in the English trade that, notwithstanding these facilities, the exports to Great Britain have not decreased, but remain on the same scale as in recent years. It is further encouraging to note that, although London has to a great extent been deprived of her former large re-export trade to the Continent, the deliveries from the London warehouses show this year a fair increase. The figures are:—

|         |    |    |    |    |    | Bales. |
|---------|----|----|----|----|----|--------|
| In 1871 | .. | .. | .. | .. | .. | 33,710 |
| 1872    | .. | .. | .. | .. | .. | 29,389 |
| 1873    | .. | .. | .. | .. | .. | 32,831 |
| 1874    | .. | .. | .. | .. | .. | 37,118 |

which would seem to indicate a substantial increase in the silk consumption in England.

In my Report for 1873 I noticed the remarkable fall of prices that had taken place in the silk market during the year, amounting in round numbers to no less than 100 taels per picul, or from 20 to 30 per cent. on the previous value. As the event has proved, prices even then had not reached the lowest point. After January 1874 the market still continued to fall, until before the close of the season 1873-74 the rates ruling were from 15 to 20 per cent. lower still, and the value of China silk was, on an average, less than two-thirds of what it had been only a year and a half before, while common silk of all classes was barely worth half its previous value. And so disorganized was the silk trade in



Europe that purchases here, even at that low figure, often showed heavy losses on arrival.

At the opening of the new season in June the prices ruling were for Red Peacock, 300 taels, and for common Tsatlee, 235 taels, which increased towards the end of the month to 325 taels to 255 taels respectively, Chop No. 3 being worth 395 taels to 415 taels, at which prices a large business was done. These purchases arrived to very bad markets in Europe, and must have shown serious losses. The consequence was that the values here declined in August, on receipt of return advices, to the lowest point yet touched, viz., No. 3 Tsatlee, 365 taels to 385 taels; Red Peacock, 295 taels; and common Tsatlee, 225 taels. From that time onwards matters improved, prices continued to rise in London, and all later shipments must have paid the importer well. The highest prices paid this season were in October, viz., 420 taels to 430 taels for No. 3, and 270 taels for common Tsatlee; and the year closes with a steady market at prices not very much below these quotations.

In my Report for last year there will be found an enumeration of the various causes that have probably contributed to bring about the extraordinary decline in the value of silk during the past two years, and it is unnecessary now to go over the same ground. Briefly, they were these: in increasing supplies both here and in Europe, deterioration in quality, a natural re-action from the over-speculation of several previous years, and a spirit of economy, particularly in France and America, which greatly curtailed the general use of this article of luxury. Another probable cause may be added, namely, a large falling-off in the demand for silk fabrics consequent on a change in the public taste, brought about by the adulterations practised by manufacturers, who were tempted by the excessive cost of the raw material to produce an inferior article at a low price. The results of the last two years, disastrous as they have been to many traders, will naturally remedy this evil. Prices in China are now reduced to the level of those before the occupation by the Taiping rebels of the silk-producing districts in 1859-62; and the total production now equals, if it does not exceed, that of the above period. These rates will, if they continue, bring back the more general use of silk, for a cloth may now be made at a cost which will compare favourably with fabrics made from cotton or wool.

It is matter for regret that there is as yet no improvement in the reeling of China silk. Last year's crop, like those of the two preceding seasons, has been coarsely and irregularly wound, and imperfectly cleaned, and this is all the more unfortunate, as the demand of consuming markets has been entirely for fine-sized silks. The commonest sorts have fallen in value further in proportion than best, the difference on 1st January, 1873, being 37 per cent., whereas it is now 58 per cent. This grave defect in reeling has prompted the experiment of shipping cocoons to France, in order to be reeled. This branch of trade, though as yet but small, is increasing, 904 piculs having been shipped in 1874, against 469 piculs in 1873, and the success attending the operations so far demonstrate that if filatures and reeling establishments on the Italian system were established by the Chinese here, they would prove a vast improvement on the system of reeling they at present employ, and greatly enhance the value of the commodity.

#### TONNAGE AND FREIGHT.

Of British vessels entered and cleared in 1874 there was a total of 1,462, of 1,071,647 tons, against 1,511, with a tonnage of 934,900 tons in 1873. The tonnage of British sailing-ships entered during 1874 was



only 75,131 against an aggregate of 464,368 tons of steamers, or about 14 per cent. of the gross amount. The proportion of steamers to sailing-vessels under the French and American flags was even greater. Nearly all the traffic between France and China is carried on in the magnificent steamers of the Messageries Maritimes; and the bulk of the tonnage under the American flag, as given in Table (3), is made up by the weekly steamers from Shanghai to Japan, and by the steamers of the Shanghai Steam Navigation Company, which run three times a week on the Yangtze, and twice a week to the northern ports.

*Freight.*—Tea and silk for London. The large number of steamers running regularly to London prevents any great fluctuation in freight. In addition to the Peninsular and Oriental Company's steamers, and those of the French Messageries Maritimes, which leave this with the mail every week, we have the "Glen," the "Castle," and Holt's lines, the two first of which run every month, and the other every fortnight. Freight is thus kept pretty constantly at from 3*l.* to 3*l.* 10*s.* per ton of 40 cubic feet for tea. Silk is conveyed at from 2 taels to 3 taels per bale. The steamers which carried the first of the new season's teas from Hankow to London earned 4*l.* to 5*l.* 10*s.* per ton, according to the number of days occupied on the voyage.

The insurance on teas last year from Hankow by mail steamer was  $2\frac{3}{4}$  per cent. (with average), and  $3\frac{1}{2}$  per cent. by other steamers; from Shanghai  $2\frac{1}{4}$  per cent. by mail, and 3 per cent. by other steamers. These rates have been raised about  $\frac{1}{4}$  per cent. this year, owing to three tea steamers having been lost or disabled on the homeward voyage in 1874.

The old tea-clippers have been almost driven out of the trade by the steamers. A few of them obtained cargoes at 2*l.* 10*s.* per ton of 50 cubic feet.

*Tea for New York.*—Steamers are mainly employed, and earn 5*l.* to 5*l.* 10*s.* per ton of 40 cubic feet. Sailing-ships obtain 2*l.* 10*s.* to 3*l.* 10*s.* per ton of 40 cubic feet.

One small sailing-ship was chartered at 2*l.* 15*s.* to 3*l.* per ton to take teas from this port and Foochow to Australia and New Zealand.

*Freight by Coasting-Vessels.*—When the northern trade opened in March, a scarcity of tonnage caused the freight on beans and peas from the northern ports to the south of China to go up as high as 45 to 55 dollars a picul. Later on the rate fell from 28 to 33 cents, and remained pretty steady until the season closed, in November.

The freight on coal from Kelung to Shanghai varied from 2 dols. 25 c. to 2 dols. 75 c. per ton. From Nagasaki coal was carried at from 2 dols. 25 c. to 3 dols. 50 c., until the Japanese Mitsu Bishi Company and the Pacific Mail Steamer Company began to run in opposition to each other, and to carry coal at 1 dollar per ton. Sailing-vessels and steamers formerly engaged in this trade have thus been almost run off the line.

The foreign steamers running on the Yangtze charged 5 taels per ton of 40 cubic feet to Hankow, and 4 taels per ton for tea down.

The China Merchants' Steam Navigation Company, the organization of which I noticed in my Report for 1873, continues to prove a formidable opponent to the companies and firms running foreign steamers on the coast and Yangtze. It now owns eleven steamers, and carries freight at a lower rate than its rivals, and has, moreover, the monopoly of conveying the rice tribute to Tien-tsin, which is the equivalent of a handsome subsidy. Goods conveyed by its vessels are likewise held by many foreign firms to be free from liability to municipal wharfage dues, on the ground that they are covered by the annual commutation paid by the Taotai for all such dues when chargeable to Chinese. The progress made

by the Company since its inauguration may be judged of by the following statistics :—

|          |  |    |    |        | Tons.  |
|----------|--|----|----|--------|--------|
| In 1866. | 135 vessels under the Chinese flag entered the port, |    |    |        |        |
|          | representing a tonnage of ..                         | .. | .. | 8,077  |        |
| In 1874. | 241 vessels entered, representing                    | .. | .. | 62,072 |        |
|          |  |    |    | <hr/>  | 53,955 |
| In 1866. | 120 vessels cleared, representing                    | .. | .. | 7,647  |        |
| In 1874. | 246 vessels cleared, representing                    | .. | .. | 63,603 |        |
|          |  |    |    | <hr/>  | 55,956 |

There cannot be any doubt that if the Company be well managed, and its craft well commanded (and it is showing every sign of improvement in both these respects), the many advantages which it commands, through being a purely Chinese institution, and being strongly supported by official patronage, will enable its vessels ere very long to wrest much, if not all, of the coasting-trade from foreign flags.

It is also worthy of observation that a Japanese Steam Company has lately been established, whose boats run so successfully against the American Pacific line, between this and Yokohama, that the latter have been compelled to lower their charges for freight and passage to merely nominal rates.

The number of seamen entered in the books of the Shipping Office of this Consulate as shipped, discharged, or reported dead, or deserted, amounted to 1485, which, compared with the number reported in 1873, shows a decrease of 319. This decrease is easily accounted for by the fact that the bulk of the trade is carried on in fast and regularly running steamers, in whose crews any alteration is seldom necessary.

The following Table will show the comparative amount of shipping fees paid during the last three years :—

|      |    |    |    |    |    | Dollars. |
|------|----|----|----|----|----|----------|
| 1872 | .. | .. | .. | .. | .. | 5,236    |
| 1873 | .. | .. | .. | .. | .. | 4,495    |
| 1874 | .. | .. | .. | .. | .. | 5,580    |

The expenditure on behalf of distressed seamen amounted to 7,303 dols. 15 c., against 10,700 dols. in 1873. There were only two wrecks (those of the "Lucerne" and "Argonaut") to bring whole crews on our hands; and as both of these were sailing-vessels, the number of the crews was not very large. The total number of men relieved was only 106, against 234 in 1873, and 145 in 1872.

During the past year twenty-seven persons applied to this Consulate for certificates of competency :—

|                 |    |    |    |    |    |   |
|-----------------|----|----|----|----|----|---|
| Master          | .. | .. | .. | .. | .. | 9 |
| First Mate      | .. | .. | .. | .. | .. | 8 |
| Second Mate     | .. | .. | .. | .. | .. | 1 |
| Chief Engineer  | .. | .. | .. | .. | .. | 6 |
| Second Engineer | .. | .. | .. | .. | .. | 3 |

Provisional certificates were granted to these, after they had passed an examination conducted by the Senior Naval Officer in port at the time.

In connection with shipping, it may not be out of place to comment on the general behaviour of seamen frequenting this port. On this head, I am happy to be able to speak, on the whole, favourably. Notwithstanding the large facilities presented to the seaman, when on shore-leave,

for drinking, and otherwise involving himself in trouble, the sight of a riotous seaman upon our bund is, I am happy to say, by no means so frequent as it used to be. This improvement may, of course, be partly owing to the prevalence of steam communication, and the brief stay usually made by steamers in port, but I ascribe much of it to an amelioration in the character of the class; and I believe this to be mainly due to the exertions of the friends of temperance in finding rational means of recreation, with comfortable accommodation for seamen in the Temperance Hall.

I observe from the police sheets of the past two years that the convictions of seamen numbered, during 1874, 205, against 240 during the previous year; and it must be remembered that this represents for the former period a total tonnage of over 1,000,000 tons of British shipping alone.

*Duties.*—Estimating the total duties received on foreign trade in China for the year 1874 at 11,497,272 taels, it will be found that Shanghai contributed 3,250,871 taels, or nearly one-third. This sum is made up as follows:—

|                            | Haikwan taels. |    |    |    |                  |
|----------------------------|----------------|----|----|----|------------------|
| Import duties .. .. .      | ..             | .. | .. | .. | 2,101,629        |
| Export duties .. .. .      | ..             | .. | .. | .. | 871,241          |
| Coast trade duties .. .. . | ..             | .. | .. | .. | 161,580          |
| Tonnage dues .. .. .       | ..             | .. | .. | .. | 97,949           |
| Transit dues .. .. .       | ..             | .. | .. | .. | 18,472           |
| <b>Total . . . . .</b>     | ..             | .. | .. | .. | <b>3,250,871</b> |

In 1873 the total amount of duties paid at Shanghai was 2,219,723 taels, so that there is an increase in the year under review of 31,148 taels. This increase is solely attributable to the export duties, which exceed those of the former year by 120,866 taels. This is accounted for by the large export of silk, which pays a duty of 10 taels a picul. Import duties are less by 38,592 taels; coast trade duties, by 41,312 taels; tonnage dues, by 9,273 taels; and transit dues, by 539 taels. The last item by no means covers all the goods sent up country in this province under transit-pass. Large quantities of piece goods, sugar, and metals are carried up to Chinkiang by steamer, and distributed thence, Chinkiang having the advantage of waterways both to the northward and southward, in addition to the stream of the Yangtze. The transit dues paid at Chinkiang in 1874 amounted to 70,139 taels.

Under the head of imports I have already made fuller remarks on the transit-pass and Inland Revenue question.

#### GENERAL.

In my Report for 1873 I showed not only a decrease in the gross imports and re-exports of foreign goods during the year as compared with those for 1872, but a sensible diminution in the value of net imports of the same goods; whilst, as regards native produce, my statistics went to prove that there had been a falling off in exports coastwise of fully 20 per cent. During the year now under consideration the gross imports and re-exports of foreign goods have remained nearly at the same figures as those reported for 1873, but the value of the net imports of this class of goods has increased by about 1,000,000 taels, whilst in native produce the imports have declined at about the same ratio that the exports coastwise have increased, namely, by some 600,000 taels. The value of gross exports of local origin for 1874 has also fallen off by a full tenth, as compared with that for 1873, so that, on the whole, the net value of the local trade has materially declined.

I beg to advance the following comparative statement in elucidation of these remarks.

## FOREIGN GOODS.

|                              |    |    | 1872.      | 1873.      | 1874.      |
|------------------------------|----|----|------------|------------|------------|
|                              |    |    | Taels.     | Taels.     | Taels.     |
| Gross imports                | .. | .. | 57,062,288 | 52,283,955 | 52,902,102 |
| Gross re-exports             | .. | .. | 46,965,869 | 43,891,455 | 43,764,978 |
|                              |    |    | 10,096,419 | 8,392,500  | 9,137,124  |
| NATIVE PRODUCE.              |    |    |            |            |            |
| Net imports                  | .. | .. | 7,367,406  | 7,339,540  | 6,788,052  |
| Exports coastwise            | .. | .. | 11,450,470 | 9,484,129  | 10,105,069 |
| LOCAL TRADE, NET.            |    |    |            |            |            |
| Net imports, foreign         | .. | .. | 10,096,419 | 8,392,500  | 9,137,124  |
| Ditto, native                | .. | .. | 7,367,400  | 7,339,540  | 6,788,052  |
| Exports, local origin, gross | .. | .. | 31,600,591 | 31,402,438 | 27,541,834 |
| Net value                    | .. | .. | 49,064,410 | 47,134,478 | 43,467,010 |

## WOOSUNG BAR.

This long complained of obstruction to the free entry into, and exit from, the Shanghai river continues to attract the attention of the shipping and mercantile interest. The latest move with regard to it has been an endeavour on the part of the foreign Consuls, made in February of this year, to borrow the services of some Dutch engineers (known to be at present engaged in operations for river conservation under the auspices of the Japanese Government), with a view to securing a professional opinion as to the actual condition of the Woosung Bar, and what prospect there may be of improving it with any chance of success.

The cost of this measure was estimated at 2,000 taels, which sum the Taoutai was entreated to advance on the public account, but this he objected to do, on the ground that he could not presume to forestall the action of the Supreme Government in the matter, or commit them to the removal of the obstruction, should the scheme be pronounced practicable. Eventually he sent a gift of half the amount as a favour, and the Shanghai Chamber of Commerce having undertaken to subscribe the other moiety, the survey is to be proceeded with as soon as the engineers can be spared from their primary duties.

## LEKIN DUTIES.

The foreign and local trade of the port continues to be hampered by the influence of the arbitrary imposts which are known under the generic name of "lekin," and which meet imported commodities on the very threshold of the port, the moment that the Chinese purchaser commences to have an interest therein. The system is worked on a most comprehensive scale, and its ramifications extend to the minutest details of trade. Officers charged with the collection of the lekin are to be found both in the city and foreign settlements, and tariffs of rates are exhibited without the slightest affectation of concealment at their doors. These lists are, however merely nominal, and serve as a basis whereon to increase or diminish the squeeze at the option of the official agent in charge, who of course benefits in proportion to the latitude of construction which he may give to his particular tariff. Hence the difficulty of



procuring precise information as to the charges levied on the several articles of commerce.

The following is one of the lists exhibited, and it will afford some idea of the heavy imposts collected on articles of foreign import.

|                                      | Pieces. | Taels.                  | Taels. |
|--------------------------------------|---------|-------------------------|--------|
| Grey shirtings, per bale of ..       | 50 ..   | 2·31 on a value of 1·85 |        |
| White shirtings, per case of ..      | 50 ..   | 2·43 ..                 | 1·95   |
| White brocades .. ..                 | 50 ..   | 3·00 ..                 | 2·40   |
| White spots .. ..                    | 50 ..   | 1·80 ..                 | 2·25   |
| Dyed brocades .. ..                  | 50 ..   | 3·75 ..                 | 3·00   |
| Dyed spots and general shirtings ..  | 50 ..   | 3·00 ..                 | 2·40   |
| Chintzes .. ..                       | 50 ..   | 1·87½ ..                | 1·50   |
| Dyed damasks .. ..                   | 40 ..   | 4·00 ..                 | 4·00   |
| Velvets or velveteens .. ..          | 24 ..   | 2·52 ..                 | 5·00   |
| Turkey reds .. ..                    | 50 ..   | 3·00 ..                 | 2·40   |
| Muslins .. ..                        | 100 ..  | 3·00 ..                 | 1·20   |
| Dimities .. ..                       | 100 ..  | 3·75 ..                 | 1·50   |
| Blue mottles .. ..                   | 60 ..   | 3·45 ..                 | 2·30   |
| Handkerchiefs, dozen .. ..           | 200 ..  | 2·50 ..                 | 0·50   |
| T-cloths .. ..                       | 50 ..   | 1·62½ ..                | 1·30   |
| Sheetings .. ..                      | 30 ..   | 1·87½ ..                | 2·50   |
| Jeans .. ..                          | 30 ..   | 1·57½ ..                | 2·10   |
| Drills, American .. ..               | 15 ..   | 1·05 ..                 | 2·80   |
| „ English .. ..                      | 30 ..   | 1·72½ ..                | 2·30   |
| Spanish stripes and medium cloths .. | 6 ..    | 2·76 ..                 | 20·00  |
| Dutch camlets .. ..                  | 10 ..   | 4·60 ..                 | 20·60  |
| English ditto .. ..                  | 10 ..   | 4·15 ..                 | 18·00  |
| Long ells .. ..                      | 20 ..   | 2·76 ..                 | 6·00   |
| Lastings .. ..                       | 20 ..   | 5·52 ..                 | 12·00  |
| Lustres, figured, plain, &c. ..      | 50 ..   | 5·75 ..                 | 5·00   |

|                   | Per picul.  |
|-------------------|-------------|
|                   | T. m. c. c. |
| White sugar .. .. | 0 2 2 5     |
| Brown ditto .. .. | 0 1 3 5     |
| Sapan wood .. ..  | 0 2 0 0     |
| Flints .. ..      | 0 0 4 0     |
| Sandal wood .. .. | 0 2 5 0     |
| White wax .. ..   | 3 6 0 0     |
| Gypsum .. ..      | 0 0 0 80    |

The collection of the lekin on opium is confided to a special office, and the Chinese twist the Treaty stipulation into an admission that they have the right to tax the drug within the port area, a position which a late judgment by Sir Edmund Hornby has declared to be entirely untenable. The question of the obligation of the municipal police to assist the runners, when effecting the seizure of so-called “smuggled” opium, is now before the Consuls; but, as I remarked in my last Report, little can be effected in the way of putting a stop to the action of the opium tax collectors, until the respective limits of the “port” and “interior” can be authoritatively defined.

#### WOOSUNG RAILWAY.

This scheme, which, in my last year’s Report, I described as making good progress towards consummation, has since suffered a material check for lack of the pecuniary support which had been so confidently anticipated on the part of capitalists at home. The idea, however of establishing a railway has not been quite given up in consequence, and the promoters hope yet to be able, with locally provided means, to utilize the already complete line of embankment, by preparing it for carriages of a peculiar



structure, and very narrow gauge, of a kind which I understand has already been successfully introduced elsewhere.

The telegraph line, which flanks the embankment throughout its entire course, remains unmolested by either officials or common people, and fortunately so, for it constitutes a part of our main line of communication with Europe.

#### OFFICIAL RELATIONS.

My relations with the Chinese authorities continue to be characterized by friendliness and courtesy on their part. They, however, fail to exert themselves as they might, in procuring me redress in cases where Chinese subjects are defendants. They invariably take up such suits *ab initio* with a strong bias against the foreigner; and in the course of the proceedings so shift and twist the plainest evidence in order to suit the subjects of their advocacy, that their action becomes tantamount to a practical shielding of their people from justice. In cases, for instance, of individual assault or public violence, where the facts are such as to leave no doubt as to which has been the aggressive side, it is vain to look for spontaneity of action on the part of the Chinese authorities. On the contrary, they have to be urged and worried into fulfilling their simplest obligations to discover and arrest the offenders, and, when they do eventually commence judicial proceedings, they try persistently to reduce these to the minimum of effectiveness, by arraigning either substitutes, or the fewest possible of the real culprits, or by decreeing some punishment entirely disproportionate to the offence, or by causing the penalty to be inflicted with palpable reluctance, so that in the end their action loses all its value as a deterrent with their own people.

The Mixed Court, notwithstanding the commendable efforts of the presiding Magistrate, Chên, an exceptionally well-intentioned official, to do his duty by foreigners as well as by his own countrymen, continues to attract public attention by its entire inadequacy for the purpose for which it was originally instituted. Its deficiencies in this respect have been repeatedly brought to the notice of Her Majesty's Chief Superintendent of Trade by myself and my predecessors in office; and lately the question has been seriously taken up by the Municipal Council of Shanghai, who have requested the Consuls to endeavour to establish a more efficient system.

As a result of this representation, reports have been asked for from the gentlemen, both British and foreign, who have had most experience as assessors in the Mixed Court, and I beg to inclose three of these memoranda as Annexes to this Report. One is from the able pen of Mr. Alabaster, who, from his knowledge of the language, conversance with the laws and customs of the Chinese, and long practice in the Court itself, is peculiarly fitted to give an opinion upon the subject in all its various bearings. I cannot say that I go with Mr. Alabaster in all the propositions which he brings forward, but his suggestions are valuable, as showing the direction in which reform is desirable; and I trust that they may have weight with yourself and the supreme Government at Peking in attracting attention to the subject.

The three chief desiderata, to my mind, are—first, a jurisdiction and authority, both civil and criminal, more adequate to the necessities of the Settlements than that which is now confided to the presiding Magistrate; secondly, a more independent and honest fulfilment of the official obligations involved; and, thirdly, a more complete process of ridding the Settlement conclusively of bad characters after conviction and punishment.

In securing these points, difficulties will, of course, present themselves. An official, for instance, possessing a higher grade, and more complete authority, will, under the present system of Chinese official administration, need a larger field for squeezing in order to maintain his position and dignity. Then, again, honesty of purpose and integrity of action cannot well be looked for, unless the incumbent be a foreigner in Imperial pay, and this expedient might prove as inconvenient for our purposes, as it would, perhaps, be objectionable in a Chinese point of view.

The disposal of all criminals, too, by exile or otherwise, might be found impracticable when tested by Chinese law and Custom. But these are mere details which would bear discussion, if only something could be done towards working a reform in the institution of the Mixed Court itself, and fitting it better for its purpose of maintaining order amongst the 90,000 Chinese who are said to constitute the native population of this Settlement.

#### MUNICIPAL MATTERS.

The foreign Settlement showed during the past year, on the whole, signs of increasing wealth and prosperity; but at the same time there was observable a marked tendency towards the reduction of the larger mercantile establishments, and the utilization of land, situated in the most central parts of the Settlement, for purposes of Chinese occupation. The latter feature is attributable to the difficulty found in obtaining remunerative rentals for houses constructed on the large and expensive scale which befits foreign tenure; whilst buildings suitable for Chinese can be run up at a comparatively small cost, and, if well situated, are certain to find tenants rapidly, and at paying rates. Property of this class is valued at six to seven years' purchase, and returns easily 12 to 15 per cent. on outlay.

The result as regards the well-being and sanitary condition of the Settlement may well be a matter of serious question; and there has been an inclination on the part of some ratepayers of late to legislate against the indiscriminate increase of Chinese tenanted houses. But the interests of landholders, most of whom are absentees, and the temptation to secure a more remunerative investment than is offered by the ownership of foreign tenements, are as yet too strong to admit of any such measure being carried; and the evil will no doubt continue to grow until the Settlement becomes practically a Chinese city, and foreigners are driven to domicile themselves in the suburbs, retaining business premises only within the Settlement.

The assessed value of foreign-owned land in the English and Hongkow Settlements is estimated at 7,500,000 taels, and the assessed rental of foreign houses at 610,000 taels. The rates on Chinese dwellings amount to a total of 45,219 taels per annum; and as they pay 8 per cent. on their rentals, which may be reckoned at an aggregate of 565,000 taels, the value of property of this character may be estimated at a total of 3,000,000 taels for houses, and 2,000,000 taels for the land occupied thereby.

Land in the Settlement (English) of course varies in value according to its proximity to the Bund, or to certain of the more busy portions of the town. The maximum value for land nearest to the river is 7,000 taels per mow, or say, roughly, 14,000*l.* per acre, English. That furthest from the Bund, and on the edge of the Defence Creek, can only command a value of 400 taels per mow, or, say, 800*l.* per acre, English. In the Hongkow Settlement somewhat the same ratios rule, but with lower values.

The annual expenditure on municipal account is estimated at 244,000 taels, towards which foreigners are taxed to the extent of 166,181 taels, leaving the remainder to be met by rates on Chinese, viz., those on dwellings (before mentioned), 45,219 taels; license fees, 22,600 taels; and commutation by Taotai of wharfage dues, 10,000 taels, making, in all, 77,819 taels. As the population may be estimated at 2,000 foreigners, and 90,000 Chinese, it follows that the burden of taxation is distributed in the proportion of 83.09 taels per head for the foreigner, and 0.86 taels per head for the Chinese.

The police and general sanitary arrangements for the benefit of the Settlement cannot be too highly spoken of. Notwithstanding the large mixed population, the high degree of order and security which prevails reflects much credit upon the constabulary officials and police in the employ of the municipality. The Land Regulations, on which the municipal institution is based, having been found defective in various points, a revised code is under consideration, and will ere long be submitted to the Minister for sanction.

(Signed) ' W. H. MEDHURST, *Consul*.

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(Table 1.)—FOREIGN GOODS. Summary, 1874.

|                              |    |    |    | Taels.     | Taels.  | Taels.     |
|------------------------------|----|----|----|------------|---------|------------|
| Imports—                     |    |    |    |            |         |            |
| From Great Britain           | .. | .. | .. | 21,970,083 |         |            |
| India                        | .. | .. | .. | 20,328,455 |         |            |
| Singapore and Straits        | .. | .. | .. | 479,139    |         |            |
| Australia                    | .. | .. | .. | 594,405    |         |            |
| British America              | .. | .. | .. | 181,693    |         |            |
| Continent of Europe (France) | .. | .. | .. | 36,694     |         |            |
| " (other countries)          | .. | .. | .. | 514,788    |         |            |
| United States                | .. | .. | .. | 280,983    |         |            |
| South America                | .. | .. | .. | ..         |         |            |
| Amoor Provinces              | .. | .. | .. | ..         |         |            |
| Japan                        | .. | .. | .. | 2,445,409  |         |            |
| Philippine Islands           | .. | .. | .. | 46,555     |         |            |
| Cochin China                 | .. | .. | .. | 884        |         |            |
| Siam                         | .. | .. | .. | 79,723     |         |            |
| Suez                         | .. | .. | .. | 30,577     |         |            |
| Hong Kong                    | .. | .. | .. | 4,977,694  |         |            |
| Total from Foreign countries |    |    |    | ..         | ..      | 51,967,082 |
| Imports from Chinese ports   | .. | .. | .. | ..         | 935,020 |            |
| Total Foreign Imports        |    |    |    | ..         | ..      | 52,902,102 |
| Re-exports—                  |    |    |    |            |         |            |
| To Great Britain             | .. | .. | .. | 58,369     |         |            |
| India                        | .. | .. | .. | 1,457      |         |            |
| Singapore and Straits        | .. | .. | .. | 5,718      |         |            |
| British America              | .. | .. | .. | 2,865      |         |            |
| Continent of Europe (France) | .. | .. | .. | 10,087     |         |            |
| " (other countries)          | .. | .. | .. | 926        |         |            |
| United States                | .. | .. | .. | 5,891      |         |            |
| South America                | .. | .. | .. | ..         |         |            |
| Amoor Provinces              | .. | .. | .. | 3,827      |         |            |
| Japan                        | .. | .. | .. | 2,358,028  |         |            |
| Philippine Islands           | .. | .. | .. | ..         |         |            |
| Cochin China                 | .. | .. | .. | ..         |         |            |
| Siam                         | .. | .. | .. | ..         |         |            |
| Hong Kong                    | .. | .. | .. | 544,541    |         |            |
| Total to Foreign countries   |    |    |    | ..         | ..      | 2,901,709  |
| To Newchwang                 | .. | .. | .. | 1,271,824  |         |            |
| Tien-tsin                    | .. | .. | .. | 9,307,227  |         |            |
| Chefoo                       | .. | .. | .. | 3,572,210  |         |            |
| Hankow                       | .. | .. | .. | 9,473,328  |         |            |
| Kiukiang                     | .. | .. | .. | 3,283,693  |         |            |
| Chinkiang                    | .. | .. | .. | 8,843,148  |         |            |
| Shanghai                     | .. | .. | .. | ..         |         |            |
| Ningpo                       | .. | .. | .. | 4,579,906  |         |            |
| Foochow                      | .. | .. | .. | 418,414    |         |            |
| Tamsui                       | .. | .. | .. | ..         |         |            |
| Takow                        | .. | .. | .. | 2,554      |         |            |
| Amoy                         | .. | .. | .. | 8,672      |         |            |
| Swatow                       | .. | .. | .. | 8,627      |         |            |
| Canton                       | .. | .. | .. | 3,666      |         |            |
| Total to Chinese ports       |    |    |    | ..         | ..      | 40,773,269 |
| Total Foreign Re-exports     |    |    |    | ..         | ..      | 43,764,798 |
| Net Total Foreign Imports    |    |    |    | ..         | ..      | 9,137,124  |

(Table 2.)—NATIVE GOODS. Summary, 1874.

| Imports—                            |    |    |    | Taels.     | Taels.     | Taels.     |
|-------------------------------------|----|----|----|------------|------------|------------|
| From Newchwang                      | .. | .. | .. | 932,987    |            |            |
| Tientsin                            | .. | .. | .. | 1,256,802  |            |            |
| Chefoo                              | .. | .. | .. | 1,250,207  |            |            |
| Hankow                              | .. | .. | .. | 12,606,567 |            |            |
| Kiukiang                            | .. | .. | .. | 5,589,951  |            |            |
| Chinkiang                           | .. | .. | .. | 1,070,834  |            |            |
| Shanghae                            | .. | .. | .. | ..         |            |            |
| Ningpo                              | .. | .. | .. | 5,395,754  |            |            |
| Foochow                             | .. | .. | .. | 1,005,509  |            |            |
| Tamsui                              | .. | .. | .. | 58,907     |            |            |
| Takow                               | .. | .. | .. | 182,622    |            |            |
| Amoy                                | .. | .. | .. | 341,114    |            |            |
| Swatow                              | .. | .. | .. | 3,154,473  |            |            |
| Canton                              | .. | .. | .. | 2,516,022  |            |            |
| Total from Chinese ports..          | .. | .. | .. | ..         | 35,361,749 |            |
| Imports from Hong Kong              | .. | .. | .. | ..         | 1,372,492  |            |
| Total Native Imports                | .. | .. | .. | ..         | ..         | 36,734,241 |
| Re-exports—                         |    |    |    |            |            |            |
| To Newchwang                        | .. | .. | .. | 254,351    |            |            |
| Tientsin                            | .. | .. | .. | 3,580,854  |            |            |
| Chefoo                              | .. | .. | .. | 311,290    |            |            |
| Hankow                              | .. | .. | .. | 2,477,357  |            |            |
| Kiukiang                            | .. | .. | .. | 659,220    |            |            |
| Chinkiang                           | .. | .. | .. | 999,398    |            |            |
| Shanghae                            | .. | .. | .. | 891,306    |            |            |
| Foochow                             | .. | .. | .. | 405,784    |            |            |
| Tamsui                              | .. | .. | .. | ..         |            |            |
| Takow                               | .. | .. | .. | ..         |            |            |
| Amoy                                | .. | .. | .. | 59,821     |            |            |
| Swatow                              | .. | .. | .. | 712,323    |            |            |
| Canton                              | .. | .. | .. | 1,330,035  |            |            |
| Hong Kong, for Chinese ports        | .. | .. | .. | 1,407,577  |            |            |
| Total to Chinese ports              | .. | .. | .. | ..         | 13,089,316 |            |
| To Hong Kong, for foreign countries | .. | .. | .. | 433,271    |            |            |
| Great Britain                       | .. | .. | .. | 11,611,812 |            |            |
| India                               | .. | .. | .. | 246,650    |            |            |
| Singapore and Straits               | .. | .. | .. | 56,734     |            |            |
| Australia                           | .. | .. | .. | 31,682     |            |            |
| British America                     | .. | .. | .. | 87,571     |            |            |
| Continent of Europe (France)        | .. | .. | .. | 305,553    |            |            |
| „ (other countries)                 | .. | .. | .. | 40,006     |            |            |
| United States                       | .. | .. | .. | 3,191,743  |            |            |
| South America                       | .. | .. | .. | 73,988     |            |            |
| Amoor Provinces                     | .. | .. | .. | 76,564     |            |            |
| Japan                               | .. | .. | .. | 667,355    |            |            |
| Philippine Islands                  | .. | .. | .. | 246        |            |            |
| Cochin China                        | .. | .. | .. | ..         |            |            |
| Suez                                | .. | .. | .. | 16,331     |            |            |
| Siam                                | .. | .. | .. | 17,367     |            |            |
| Total to Foreign countries          | .. | .. | .. | ..         | 16,856,873 |            |
| Total Native Re-exports             | .. | .. | .. | ..         | ..         | 29,946,189 |
| Net Total Native Imports            | .. | .. | .. | ..         | ..         | 6,788,052  |



(Table 3.)—NATIVE GOODS. Summary, 1874.

| To—                                 | Exports.  |            | Re-exports. |            | Total Exports and Re-exports. |            |
|-------------------------------------|-----------|------------|-------------|------------|-------------------------------|------------|
|                                     | Taels.    | Taels.     | Taels.      | Taels.     | Taels.                        | Taels.     |
| Great Britain... ..                 | 8,407,221 |            | 11,611,812  |            | 20,019,033                    |            |
| India ... ..                        | 165,706   |            | 246,650     |            | 412,356                       |            |
| Singapore and Straits ... ..        | 88,158    |            | 56,734      |            | 144,892                       |            |
| Australia ... ..                    | 5,148     |            | 31,682      |            | 86,830                        |            |
| British America ... ..              |           |            | 87,571      |            | 87,571                        |            |
| Continent of Europe (France) ... .. | 6,196,396 |            | 305,553     |            | 6,501,949                     |            |
| Ditto (other countries) ... ..      | 366,936   |            | 40,006      |            | 406,942                       |            |
| United States ... ..                | 1,055,647 |            | 3,191,743   |            | 4,247,390                     |            |
| Russia (Odessa) ... ..              |           |            | 73,988      |            | 73,988                        |            |
| Amoor Provinces ... ..              | 749       |            | 76,584      |            | 77,333                        |            |
| Japan ... ..                        | 798,385   |            | 667,555     |            | 1,465,940                     |            |
| Philippine Islands ... ..           | 7,777     |            | 246         |            | 8,023                         |            |
| Cochin China ... ..                 | 9         |            |             |            | 9                             |            |
| Suez ... ..                         | 3,579     |            | 16,331      |            | 19,910                        |            |
| Siam ... ..                         | 46,539    |            | 17,867      |            | 63,606                        |            |
| Hong Kong, for foreign countries .  | 294,515   |            | 433,271     |            | 727,786                       |            |
| Total to foreign countries ... ..   | ...       | 17,436,765 | ...         | 16,856,873 | ...                           | 34,293,638 |
| Hong Kong for Chinese ports ... ..  | 1,875,569 |            | 1,407,577   |            | 3,283,145                     |            |
| Newchwang ... ..                    | 169,893   |            | 254,351     |            | 424,244                       |            |
| Tientsin ... ..                     | 2,000,218 |            | 3,580,854   |            | 5,581,072                     |            |
| Chefoo ... ..                       | 187,353   |            | 311,290     |            | 498,643                       |            |
| Hankow ... ..                       | 2,340,987 |            | 2,447,357   |            | 4,818,344                     |            |
| Kiukiang ... ..                     | 120,304   |            | 659,220     |            | 779,524                       |            |
| Chiukiang ... ..                    | 2,675     |            | 999,898     |            | 1,002,073                     |            |
| Shanghai ... ..                     |           |            |             |            |                               |            |
| Ningpo ... ..                       | 27,469    |            | 891,306     |            | 918,775                       |            |
| Poo-chow ... ..                     | 260,432   |            | 405,784     |            | 666,216                       |            |
| Tamsuy ... ..                       |           |            |             |            |                               |            |
| Takow ... ..                        | 2,813     |            |             |            | 2,813                         |            |
| Amoy ... ..                         | 500,288   |            | 59,821      |            | 560,109                       |            |
| Swatow ... ..                       | 1,209,298 |            | 712,823     |            | 1,921,621                     |            |
| Canton ... ..                       | 1,407,771 |            | 1,330,035   |            | 2,737,806                     |            |
| Total to Chinese ports ... ..       | ...       | 10,105,069 | ...         | 13,089,316 | ...                           | 23,194,385 |
| Grand Total ... ..                  | ...       | 27,541,834 | ...         | 29,946,189 | ...                           | 57,488,023 |

(Table 4.)—OPIUM Return for the Year 1874.

| Imported.   | Malwa.    |           |           | Patna.    |           | Benares.  |           | Persian.  |           |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
|   | Chests.   | Weight.   | Piculs c. | Chests.   | Weight.   | Chests.   | Weight.   | Chests.   | Weight.   |
|   | Piculs c. | Piculs c. | Piculs c. | Piculs c. | Piculs c. | Piculs c. | Piculs c. | Piculs c. | Piculs c. |
| Imported and stored on board receiving vessels ...  | 32,039    | 32,039 00 | 10,124 40 | 8,437     | 4 80      | 2,913     | 3,495 60  | 147       | 147 00    |
| Imported and trans-shipped for re-exportation without being stored on board receiving vessels or landed ... | 386       | 386 00    |           | 4         |           | ...       | ...       | ...       | ...       |
| Total ...   | 32,395    | 32,395 00 | 10,129 20 | 8,441     |           | 2,913     | 3,495 60  | 147       | 147 00    |
| Landed from receiving vessels, and intended chiefly for local consumption ...                               | 1,216½    | 1,216 50  | 7,723 20  | 6,436     | ...       | 2,037     | 2,444 40  | ...       | ...       |
| Imported direct ...   | 1         | 1 00      | ...       | ...       | ...       | ...       | ...       | ...       | ...       |

| Description. | Chinking. |           | Kiukiang. |          | Hankow. |          | Che-foo. |          | Tien-tsin. |          | Newchwang. |          |
|--------------|-----------|-----------|-----------|----------|---------|----------|----------|----------|------------|----------|------------|----------|
|              | Chests.   | Weight.   | Chests.   | Weight.  | Chests. | Weight.  | Chests.  | Weight.  | Chests.    | Weight.  | Chests.    | Weight.  |
|              | Pic. c.   | Pic. c.   | Pic. c.   | Pic. c.  | Pic. c. | Pic. c.  | Pic. c.  | Pic. c.  | Pic. c.    | Pic. c.  | Pic. c.    | Pic. c.  |
| Malwa ...    | 9,435½    | 9,435 50  | 2,531½    | 2,531 50 | 2,632   | 2,632 00 | 4,306    | 4,306 00 | 5,076½     | 5,076 50 | 1,394      | 1,394 00 |
| Patna ...    | 917       | 1,100 40  | 13        | 18 00    | 115     | 138 00   | 19       | 22 50    | 119        | 142 80   | 19         | 22 80    |
| Benares ...  | 413       | 501 60    | 7         | 6 00     | 5       | 6 00     | 55       | 66 00    | 87         | 104 40   | 22         | 26 40    |
| Persian ...  | 18        | 18 00     | 2         | 2 00     | 9       | 9 00     | 5        | 5 00     | 51         | 51 00    | 9          | 9 00     |
| Total ...    | 10,788½   | 11,035 50 | 2,555½    | 2,559 90 | 2,811   | 2,835 00 | 4,385    | 4,399 80 | 5,333½     | 5,374 70 | 1,444      | 1,452 20 |

| Description. | Ningpo. |          | Foo-chow. |         | Swatow. |         | Hong Kong. |         | Singapore. |         | Total.  |           |
|--------------|---------|----------|-----------|---------|---------|---------|------------|---------|------------|---------|---------|-----------|
|              | Chests. | Weight.  | Chests.   | Weight. | Chests. | Weight. | Chests.    | Weight. | Chests.    | Weight. | Chests. | Weight.   |
|              | Pic. c. | Pic. c.  | Pic. c.   | Pic. c. | Pic. c. | Pic. c. | Pic. c.    | Pic. c. | Pic. c.    | Pic. c. | Pic. c. | Pic. c.   |
| Malwa ...    | 3,600½  | 3,600 50 | 83        | 83 00   | ...     | ...     | 13         | 13 00   | ...        | ...     | 29,072  | 29,072 00 |
| Patna ...    | 227     | 272 40   | 150       | 180 00  | 1       | 1 20    | 61         | 73 20   | ...        | ...     | 1,643   | 1,971 60  |
| Benares ...  | 82      | 98 40    | 5         | 6 00    | ...     | ...     | ...        | ...     | ...        | ...     | 681     | 817 20    |
| Persian ...  | ...     | ...      | ...       | ...     | ...     | ...     | 23         | 23 00   | ...        | ...     | 119     | 119 00    |
| Total ...    | 3,908½  | 3,971 30 | 188       | 219 00  | 1       | 1 20    | 97         | 109 20  | 2          | 2 00    | 31,515  | 31,979 80 |

(Table 5.)—EXPORT of Tea for the Year ending December 31, 1874.

| To—                           | BLACK.     |         |           |         |            | Leaf.   | Dust.    | Brick.    |
|-------------------------------|------------|---------|-----------|---------|------------|---------|----------|-----------|
|                               | Congou.    | Oolong. | Souchong. | Mixed.  | Total.     |         |          |           |
|                               | Piculs.    | Piculs. | Piculs.   | Piculs. | Piculs.    | Piculs. | Piculs.  | Piculs.   |
| Great Britain ..              | 341,314 18 | 11 17   | ..        | 0 50    | 341,326 48 | ..      | 3,228 59 | ..        |
| Hong Kong ..                  | 123 73     | ..      | ..        | ..      | 123 73     | ..      | ..       | 624 20    |
| India ..                      | 74 57      | ..      | ..        | ..      | 74 57      | ..      | ..       | ..        |
| Singapore and Straits ..      | 1 72       | ..      | ..        | ..      | 1 72       | ..      | ..       | ..        |
| British America ..            | 155 99     | ..      | ..        | ..      | 155 99     | ..      | ..       | ..        |
| United States of America ..   | 13,016 19  | 567 20  | 13 65     | 14 19   | 13,611 23  | ..      | ..       | ..        |
| Continent of Europe—France .. | 156 89     | ..      | 2 40      | ..      | 159 29     | ..      | ..       | ..        |
| “ other countries ..          | 391 53     | ..      | ..        | ..      | 391 53     | ..      | ..       | ..        |
| Russia (Odessa) ..            | 2,956 43   | ..      | ..        | ..      | 2,956 43   | ..      | ..       | ..        |
| Amoor Province ..             | 2,970 79   | ..      | ..        | ..      | 2,970 79   | ..      | ..       | 687 90    |
| Suez ..                       | 50 15      | ..      | ..        | ..      | 50 15      | ..      | ..       | ..        |
| Japan ..                      | 193 76     | ..      | 1 50      | ..      | 195 26     | ..      | ..       | ..        |
| Total to Foreign Countries .. | 361,406 56 | 578 37  | 17 55     | 14 69   | 362,017 17 | ..      | 3,228 59 | 1,312 10  |
| “ Chinese Ports ..            | 34,645 26  | ..      | ..        | ..      | 34,645 26  | 845 38  | 1,734 61 | 69,552 59 |
| Grand Total ..                | 396,051 82 | 578 37  | 17 55     | 14 69   | 396,662 43 | 845 38  | 4,963 20 | 70,864 69 |

| To—                           | GREEN.     |            |              |                     |          | JAPAN.     |           |             |
|-------------------------------|------------|------------|--------------|---------------------|----------|------------|-----------|-------------|
|                               | Gunpowder. | Imperial.  | Young Hyson. | Hyson.              | Twankay. | Total.     | Coloured. | Uncoloured. |
|                               | Piculs.    | Piculs.    | Piculs.      | Piculs.             | Piculs.  | Piculs.    | Piculs.   | Piculs.     |
| Great Britain ..              | 32,228 61  | 8,218 15   | 32,329 12    | 12,357 32           | 932 80   | 86,066 00  | 167 04    | 155 00      |
| Hong Kong ..                  | 446 69     | 79 10      | 347 72       | 414 94              | ..       | 1,288 45   | ..        | ..          |
| India ..                      | ..         | ..         | 3 26         | 4,842 24            | ..       | 4,845 50   | ..        | ..          |
| Singapore and Straits ..      | ..         | ..         | ..           | ..                  | ..       | ..         | ..        | ..          |
| British America ..            | 702 37     | 435 37     | 1,679 65     | 287 09              | 227 92   | 3,332 40   | 238 74    | ..          |
| United States of America ..   | 33,712 12  | 15,181 33  | 55,490 22    | 6,344 58            | 2,139 78 | 112,868 03 | 242 98    | ..          |
| Continent of Europe—France .. | ..         | ..         | ..           | ..                  | ..       | ..         | ..        | ..          |
| “ other countries ..          | ..         | ..         | ..           | 29 80               | ..       | ..         | ..        | ..          |
| Russia (Odessa) ..            | 3 36       | ..         | ..           | ..                  | ..       | 3 36       | ..        | ..          |
| Amoor Province ..             | ..         | ..         | ..           | ..                  | ..       | ..         | ..        | ..          |
| Suez ..                       | ..         | ..         | ..           | ..                  | ..       | ..         | ..        | ..          |
| Japan ..                      | 0 91       | 2 00       | 24 40        | ..                  | ..       | ..         | ..        | 34 85       |
| Total to Foreign Countries .. | 67,094 06  | 23,915 95  | 89,874 37    | 24,279 53           | 3,300 50 | 208,464 41 | 665 14    | 189 85      |
| “ Chinese Ports ..            | 180 17     | ..         | 474 96       | 864 88              | ..       | 1,520 01   | ..        | ..          |
| Grand Total..                 | 67,274 23  | 23,915 95  | 90,349 33    | 25,144 41           | 3,300 50 | 209,984 42 | 665 14    | 189 85      |
| Black teas exported ..        | ..         | Piculs c.  | Piculs c.    | Japan teas exported |          |            | Piculs c. |             |
| Leaf ditto ..                 | ..         | 396,662 43 | 845 38       | Chinese ditto ..    |          |            | ..        | 854 99      |
| Dust ditto ..                 | ..         | ..         | 4,963 20     | ..                  |          |            | ..        | 683,320 12  |
| Brick ditto ..                | ..         | ..         | 70,864 69    | ..                  |          |            | ..        | 684,175 11  |
| Green ditto ..                | ..         | ..         | 209,984 42   | ..                  |          |            | ..        |             |
|                               |            |            | 683,320 12   |                     |          |            |           |             |

|                     | Piculs  | c. |
|---------------------|---------|----|
| Black teas exported | 396,662 | 43 |
| Leaf ditto          | 845     | 38 |
| Dust ditto          | 4,963   | 20 |
| Brick ditto         | 70,864  | 69 |
|                     | Piculs  | c. |
| Japan teas exported | 854     | 99 |
| Chinese ditto       | 683,320 | 12 |
|                     | 684,175 | 11 |

(Table 6.)—EXPORT of Silk for the Year ending 31st December, 1874.

| To—                             | Raw, Fine. |           | Raw, Yellow. |          | Thrown. |         | Total.   |           | Raw, Wild. |         | Waste. |          | Cocoons. |         | Japan. |        |
|---------------------------------|------------|-----------|--------------|----------|---------|---------|----------|-----------|------------|---------|--------|----------|----------|---------|--------|--------|
|                                 | Bales.     | Piculs.   | Bales.       | Piculs.  | Bales.  | Piculs. | Bal. es. | Piculs.   | Bales.     | Piculs. | Bales. | Piculs.  | Bales.   | Piculs. | Raw.   | Waste. |
| Great Britain ..                | 34,238     | 27,471 98 | 603          | 546 30   | 60      | 52 71   | 34,891   | 28,071 19 | ...        | ...     | 1,652  | 4,376 91 | ...      | ...     | ...    | ...    |
| Hong Kong ..                    | 303        | 289 71    | 57           | 76 78    | ...     | ...     | 430      | 366 49    | ...        | ...     | ...    | ...      | ...      | ...     | ...    | ...    |
| India ..                        | 1,063      | 845 06    | 123          | 149 59   | ...     | ...     | 1,176    | 994 95    | ...        | ...     | ...    | ...      | ...      | ...     | ...    | ...    |
| Singapore and Straits ..        | 69         | 52 53     | 52           | 66 30    | ...     | ...     | 121      | 118 83    | ...        | ...     | ...    | ...      | ...      | ...     | ...    | ...    |
| United States of America ..     | 3,908      | 3,410 06  | ...          | ...      | ...     | ...     | 3,908    | 3,410 06  | ...        | ...     | ...    | ...      | ...      | ...     | ...    | ...    |
| Continent of Europe (France) .. | 25,331     | 20,271 50 | 527          | 554 37   | 281     | 238 43  | 26,139   | 21,084 30 | 5          | 5 07    | ...    | 57 64    | 584      | 904 47  | ...    | ...    |
| Other (other countries) ..      | 1,533      | 1,224 97  | 40           | 40 45    | ...     | ...     | 1,573    | 1,265 42  | 3          | 3 65    | 6      | 10 32    | ...      | ...     | ...    | ...    |
| Suez ..                         | 15         | 11 93     | 50           | 65 20    | ...     | ...     | 65       | 77 13     | ...        | ...     | ...    | ...      | ...      | ...     | ...    | ...    |
| Japan ..                        | 12         | 10 61     | ...          | ...      | ...     | ...     | 12       | 10 61     | 2          | 1 38    | ...    | ...      | ...      | ...     | ...    | ...    |
| Philippine Islands ..           | 2          | 1 60      | ...          | ...      | ...     | ...     | 2        | 1 60      | ...        | ...     | ...    | ...      | ...      | ...     | ...    | ...    |
| Total to foreign countries ..   | 66,574     | 53,589 95 | 1,452        | 1,499 49 | 341     | 311 14  | 68,367   | 55,400 58 | 10         | 10 10   | 1,085  | 4,444 87 | 584      | 904 47  | ...    | ...    |
| " Chinese ports...              | 490        | 405 84    | 98           | 157 86   | 4       | 3 48    | 592      | 567 28    | 2          | 0 60    | ...    | ...      | 13       | 4 26    | ...    | ...    |
| Grand Total ..                  | 67,064     | 53,995 79 | 1,550        | 1,657 45 | 345     | 314 62  | 68,959   | 55,967 86 | 12         | 10 70   | 1,685  | 4,444 87 | 597      | 908 73  | ...    | ...    |



(Table 7.)—SHIPPING.

NUMBER and Tonnage of Foreign Vessels Entered and Cleared under each Flag for the Year ending 31st December, 1874.

## STEAMERS.

| Flag.          | Entered Inwards. |           |     |             |           |       | Cleared Outwards. |       |        |             |           |       | Total Entered and Cleared. |       |             |       |     |        |     |       |       |       |  |     |
|----------------|------------------|-----------|-----|-------------|-----------|-------|-------------------|-------|--------|-------------|-----------|-------|----------------------------|-------|-------------|-------|-----|--------|-----|-------|-------|-------|--|-----|
|                | With Cargo.      |           |     | In Ballast. |           |       | Total.            |       |        | With Cargo. |           |       |                            |       | In Ballast. |       |     | Total. |     |       |       |       |  |     |
|                | Tons.            |           |     | No.         |           |       | Tons.             |       |        | No.         |           |       |                            |       | Tons.       |       |     | No.    |     |       | Tons. |       |  | No. |
|                | No.              | Tons.     | No. | Tons.       | No.       | Tons. | No.               | Tons. | No.    | Tons.       | No.       | Tons. | No.                        | Tons. | No.         | Tons. | No. | Tons.  | No. | Tons. | No.   | Tons. |  |     |
| British        | 506              | 460,104   | 20  | 8,930       | 469,035   | 493   | 443,580           | 38    | 12,535 | 521         | 456,115   | 1,047 | 925,150                    |       |             |       |     |        |     |       |       |       |  |     |
| American       | 512              | 423,932   | 26  | 8,866       | 432,798   | 507   | 422,979           | 20    | 7,972  | 527         | 430,951   | 1,065 | 863,749                    |       |             |       |     |        |     |       |       |       |  |     |
| German         | 40               | 30,622    | ..  | ..          | 30,622    | 42    | 31,633            | 1     | 768    | 43          | 32,391    | 83    | 63,013                     |       |             |       |     |        |     |       |       |       |  |     |
| French         | 26               | 48,509    | 1   | 1,008       | 49,517    | 27    | 49,090            | ..    | ..     | 27          | 49,090    | 54    | 98,607                     |       |             |       |     |        |     |       |       |       |  |     |
| Dutch          | ..               | ..        | ..  | ..          | ..        | ..    | ..                | ..    | ..     | ..          | ..        | ..    | ..                         |       |             |       |     |        |     |       |       |       |  |     |
| Danish         | 2                | 1,580     | 9   | 3,033       | 4,613     | 3     | 1,917             | 6     | 2,022  | 9           | 3,939     | 20    | 8,552                      |       |             |       |     |        |     |       |       |       |  |     |
| Spanish        | 1                | 278       | ..  | ..          | 278       | ..    | ..                | 1     | 278    | 1           | 278       | 2     | 556                        |       |             |       |     |        |     |       |       |       |  |     |
| Russian        | 6                | 6,084     | ..  | ..          | 6,084     | 5     | 5,575             | 1     | 472    | 6           | 6,047     | 12    | 12,131                     |       |             |       |     |        |     |       |       |       |  |     |
| Swedish        | ..               | ..        | ..  | ..          | ..        | ..    | ..                | ..    | ..     | ..          | ..        | ..    | ..                         |       |             |       |     |        |     |       |       |       |  |     |
| Siam           | ..               | ..        | ..  | ..          | ..        | ..    | ..                | ..    | ..     | ..          | ..        | ..    | ..                         |       |             |       |     |        |     |       |       |       |  |     |
| Japan          | ..               | ..        | ..  | ..          | ..        | ..    | ..                | ..    | ..     | ..          | ..        | ..    | ..                         |       |             |       |     |        |     |       |       |       |  |     |
| Chinese        | 103              | 53,764    | 12  | 7,196       | 60,960    | 108   | 55,298            | 3     | 1,667  | 111         | 56,965    | 226   | 117,925                    |       |             |       |     |        |     |       |       |       |  |     |
| Total Steamers | 1,196            | 1,024,873 | 68  | 29,034      | 1,053,907 | 1,185 | 1,010,072         | 60    | 25,704 | 1,245       | 1,035,776 | 2,509 | 2,089,683                  |       |             |       |     |        |     |       |       |       |  |     |

Number and Tonnage of Foreign Vessels, &c.—*continued.*

## SAILING VESSELS.

| Flag.                  | Entered Inwards. |         |     |             |     |         | Cleared Outwards. |         |     |             |     |         | Total Entered and Cleared. |         |             |       |     |        |  |  |
|------------------------|------------------|---------|-----|-------------|-----|---------|-------------------|---------|-----|-------------|-----|---------|----------------------------|---------|-------------|-------|-----|--------|--|--|
|                        | With Cargo.      |         |     | In Ballast. |     |         | Total.            |         |     | With Cargo. |     |         |                            |         | In Ballast. |       |     | Total. |  |  |
|                        |                  |         |     |             |     |         |                   |         |     |             |     |         |                            |         |             |       |     |        |  |  |
|                        | No.              | Tons.   | No. | Tons.       | No. | Tons.   | No.               | Tons.   | No. | Tons.       | No. | Tons.   | No.                        | Tons.   | No.         | Tons. | No. | Tons.  |  |  |
| British                | 193              | 68,075  | 13  | 2,389       | 206 | 70,464  | 173               | 59,473  | 36  | 16,560      | 209 | 76,033  | 415                        | 146,497 |             |       |     |        |  |  |
| American               | 74               | 23,986  | 3   | 280         | 77  | 24,266  | 67                | 18,918  | 15  | 8,270       | 82  | 27,188  | 159                        | 51,454  |             |       |     |        |  |  |
| German                 | 39               | 9,218   | 1   | 59          | 40  | 9,277   | 31                | 6,830   | 10  | 2,529       | 41  | 9,359   | 81                         | 18,636  |             |       |     |        |  |  |
| French                 | 11               | 4,364   |     |             | 11  | 4,364   | 6                 | 2,781   | 4   | 1,481       | 10  | 4,262   | 21                         | 8,626   |             |       |     |        |  |  |
| Dutch                  | 1                | 289     |     |             | 1   | 289     | 1                 | 268     |     |             | 1   | 268     | 2                          | 557     |             |       |     |        |  |  |
| Danish                 | 9                | 2,609   |     |             | 9   | 2,609   | 7                 | 2,080   | 1   | 46          | 8   | 2,126   | 17                         | 4,735   |             |       |     |        |  |  |
| Spanish                | 1                | 501     |     |             | 1   | 501     | 1                 | 526     |     |             | 1   | 526     | 2                          | 1,027   |             |       |     |        |  |  |
| Russian                |                  |         |     |             |     |         |                   |         |     |             |     |         |                            |         |             |       |     |        |  |  |
| Swedish                | 1                | 162     |     |             | 1   | 162     |                   |         |     |             |     |         |                            |         |             |       |     |        |  |  |
| Siam                   | 5                | 1,686   |     |             | 5   | 1,686   |                   |         |     |             |     |         |                            |         |             |       |     |        |  |  |
| Japan                  | 1                | 240     |     |             | 1   | 240     |                   |         |     |             |     |         |                            |         |             |       |     |        |  |  |
| Chinese                | 138              | 8,308   | 2   | 133         | 140 | 8,441   | 138               | 8,305   |     |             | 138 | 8,305   | 278                        | 16,746  |             |       |     |        |  |  |
| Total Sailing Vessels. | 473              | 119,438 | 19  | 2,861       | 492 | 122,299 | 430               | 101,112 | 67  | 29,048      | 497 | 130,160 | 989                        | 252,459 |             |       |     |        |  |  |

Number and Tonnage of Foreign Vessels, &c.—*continued.*

## TOTAL STEAMERS AND SAILING-VESSELS.

| Flag.       | Entered Inwards. |           |             |        |        |           | Cleared Outwards. |           |             |        |        |           | Total Entered and Cleared. |           |
|-------------|------------------|-----------|-------------|--------|--------|-----------|-------------------|-----------|-------------|--------|--------|-----------|----------------------------|-----------|
|             | With Cargo.      |           | In Ballast. |        | Total. |           | With Cargo.       |           | In Ballast. |        | Total. |           |                            |           |
|             |                  |           |             |        |        |           |                   |           |             |        |        |           |                            |           |
|             | No.              | Tons.     | No.         | Tons.  | No.    | Tons.     | No.               | Tons.     | No.         | Tons.  | No.    | Tons.     | No.                        | Tons.     |
| British     | 699              | 528,179   | 33          | 11,320 | 732    | 539,499   | 666               | 503,053   | 64          | 29,095 | 730    | 532,148   | 1,462                      | 1,071,647 |
| American    | 586              | 447,918   | 29          | 9,146  | 615    | 457,064   | 574               | 441,897   | 35          | 16,242 | 609    | 458,139   | 1,224                      | 915,203   |
| German      | 79               | 39,840    | 1           | 59     | 80     | 39,899    | 73                | 38,463    | 11          | 3,827  | 84     | 41,750    | 164                        | 81,649    |
| French      | 37               | 52,873    | 1           | 1,008  | 38     | 53,881    | 33                | 51,871    | 4           | 1,481  | 37     | 53,352    | 75                         | 107,233   |
| Dutch       | 1                | 289       | ..          | ..     | 1      | 289       | 1                 | 268       | ..          | ..     | 1      | 268       | 2                          | 557       |
| Danish      | 11               | 4,189     | 9           | 3,033  | 20     | 7,222     | 10                | 3,997     | 7           | 2,068  | 17     | 6,065     | 37                         | 13,287    |
| Spanish     | 2                | 779       | ..          | ..     | 2      | 779       | 1                 | 526       | 1           | 278    | 2      | 804       | 4                          | 1,583     |
| Russian     | 6                | 6,084     | ..          | ..     | 6      | 6,084     | 5                 | 5,575     | 1           | 472    | 6      | 6,047     | 12                         | 12,131    |
| Swedish     | 1                | 162       | ..          | ..     | 1      | 162       | ..                | ..        | 1           | 162    | 1      | 162       | 2                          | 324       |
| Siamese     | 5                | 1,686     | ..          | ..     | 5      | 1,686     | 5                 | 1,691     | ..          | ..     | 5      | 1,691     | 10                         | 3,377     |
| Japanese    | 1                | 240       | ..          | ..     | 1      | 240       | 1                 | 240       | ..          | ..     | 1      | 240       | 2                          | 480       |
| Chinese     | 241              | 62,072    | 14          | 7,329  | 255    | 69,401    | 246               | 63,603    | 3           | 1,667  | 249    | 65,270    | 504                        | 134,671   |
| Grand Total | 1,669            | 1,144,311 | 87          | 31,895 | 1,756  | 1,176,206 | 1,615             | 1,111,184 | 127         | 54,752 | 1,742  | 1,165,936 | 3,498                      | 2,842,142 |

(Table 8.)—DUTIES Paid under each Flag for the Year ending 31st December, 1874.

| Flag.                                 | Import.           | Export.           | Coast Trade.      | Tonnage.          | Transit.          | Total.            |
|---------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
|                                       | H. taels m. c. c. | H. taels m. c. c. | H. taels m. c. c. | H. taels m. c. c. | H. taels m. c. c. | H. taels m. c. c. |
| British                               | 946,680 9 2 7     | 447,916 4 0 7     | 77,753 0 9 7      | 67,825 5 0 0      | 9,972 8 2 1       | 1,550,148 7 5 2   |
| American                              | 74,824 5 3 8      | 102,683 0 6 2     | 57,937 9 3 1      | 13,359 9 8 4      | 2,277 4 7 2       | 251,082 9 8 7     |
| German                                | 78,601 8 0 5      | 22,679 7 8 1      | 10,062 7 6 1      | 5,861 1 5 2       | 5,015 8 5 7       | 122,221 3 5 6     |
| French                                | 164,191 7 4 9     | 267,875 1 2 9     | ..                | 5,931 0 6 0       | 1,206 3 3 1       | 439,204 2 6 9     |
| Danish                                | 3,719 0 9 4       | 3,604 1 5 2       | 63 1 5 0          | 897 2 1 3         | ..                | 9,283 6 0 9       |
| Dutch                                 | ..                | ..                | 124 0 5 0         | ..                | ..                | 124 0 5 0         |
| Spanish                               | 1,078 5 3 7       | 372 2 8 0         | ..                | 321 7 0 4         | ..                | 1,772 5 2 1       |
| Swedish and Norwegian                 | ..                | ..                | 89 0 4 0          | ..                | ..                | 89 0 4 0          |
| Russian                               | 8,090 2 2 0       | 119 5 1 7         | ..                | 1,423 6 0 0       | ..                | 9,633 3 3 7       |
| Japanese                              | 666 6 3 1         | 63 0 0 0          | ..                | 96 0 0 0          | ..                | 825 6 3 1         |
| Siamese                               | 2,644 6 6 1       | 1,276 7 8 8       | ..                | 331 2 0 0         | ..                | 4,257 0 5 3       |
| Native craft                          | 40 1 1 0          | 218 3 7 3         | 4 4 0 4           | 121 1 0 0         | ..                | 1,984 8 9 7       |
| Chinese-owned vessels of foreign type | 11,878 0 5 2      | 24,432 6 3 5      | 1,605 3 1 4       | 1,780 0 7 2       | ..                | 52,030 4 4 3      |
| On opium                              | 809,213 1 1 6     | ..                | 13,939 6 8 4      | ..                | ..                | 809,213 1 1 6     |
| Total                                 | 2,101,629 4 4 0   | 871,241 1 2 4     | 161,579 4 3 1     | 97,948 5 8 5      | 18,472 4 8 1      | 3,250,871 0 6 1   |

(Table 9.)—Gross and Net Values of the Trade of the Port—1869-74.

|   | 1869.       |               | 1870.       |               | 1871.       |               | 1872.       |               | 1873.       |               | 1874.       |               |
|---|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|
|   | Net Values. | Gross Values. | Net Values. | Gross Values. | Net Values. | Gross Values. | Net Values. | Gross Values. | Net Values. | Gross Values. | Net Values. | Gross Values. |
| <b>FOREIGN GOODS.</b>   |             |               |             |               |             |               |             |               |             |               |             |               |
| Imported from foreign countries and Hong Kong ...   | 54,545,861  |               | 51,640,005  |               | 50,967,791  |               | 50,246,677  |               | 51,513,290  |               | 51,967,082  |               |
| Imported from Chinese ports ...   | 651,781     |               | 813,443     |               | 501,663     |               | 815,611     |               | 770,665     |               | 985,020     |               |
| Total Foreign Imports ...   | ...         | 55,197,642    | ...         | 52,453,448    | ...         | 57,409,457    | ...         | 57,062,288    | ...         | 52,283,955    | ...         | 52,902,102    |
| Re-exported to foreign countries, and Hong Kong (chiefly to Japan) ...  | 1,441,914   |               | 1,889,015   |               | 1,921,217   |               | 2,912,390   |               | 2,618,482   |               | 2,901,709   |               |
| Re-exported to Chinese Ports (chiefly to Ningpo, the Northern, and the Yangtze ports ...)                                     | 87,535,060  |               | 38,635,544  |               | 40,792,454  |               | 44,053,479  |               | 41,272,973  |               | 40,773,269  |               |
| Total Foreign Re-exports ...  | 38,976,964  |               | 45,524,559  |               | 42,713,641  |               | 46,965,869  |               | 43,891,455  |               | 43,761,978  |               |
| Net total foreign imports ...   | 10,220,678  |               | 11,928,889  |               | 14,755,816  |               | 10,096,419  |               | 8,392,500   |               | 9,137,194   |               |
| <b>NATIVE PRODUCE.</b>  |             |               |             |               |             |               |             |               |             |               |             |               |
| Imported (chiefly from Hankow, Kiu-kiang, and Ningpo) ...   | 19,681,176  | 34,801,864    | 19,499,018  | 30,971,638    | 21,654,994  | 36,666,399    | 24,914,335  | 42,501,162    | 19,915,510  | 40,751,812    | ...         | 36,731,241    |
| Re-exported to foreign countries ...  | 8,321,898   |               | 6,961,373   |               | 7,731,340   |               | 10,419,427  |               | 13,496,762  |               | 16,836,873  |               |
| Re-exported to Chinese ports ...  | ...         |               | ...         |               | ...         |               | ...         |               | ...         |               | 13,089,316  |               |
| Total Native Re-exports ...   | 38,006,074  |               | 26,460,421  |               | 7,300,065   |               | 7,367,400   |               | 33,333,762  |               | 29,946,189  |               |
| Net total native imports ...  | 6,795,810   |               | 4,511,217   |               | ...         |               | ...         |               | 7,339,540   |               | 6,788,052   |               |
| Native produce of local origin exported to foreign countries ...  | 15,271,409  |               | 15,873,375  |               | 18,511,454  |               | 20,150,121  |               | 21,918,309  |               | 17,430,765  |               |
| Native produce of local origin exported to Chinese ports ...  | 4,811,918   |               | 7,127,311   |               | 10,879,066  |               | 11,450,470  |               | 9,484,199   |               | 10,105,069  |               |
| Total Exports of local origin ...   | ...         | 20,083,327    | ...         | 23,000,656    | ...         | 29,390,540    | ...         | 31,600,590    | ...         | 31,402,438    | ...         | 27,541,834    |
| Gross value of the trade of the port ...  | ...         | 110,082,853   | ...         | 106,425,772   | ...         | 123,526,396   | ...         | 131,364,041   | ...         | 124,438,205   | ...         | 117,178,177   |
| Net value of the trade of the port (i.e., foreign and native imports less re-exports, and native exports of local origin) ... | 43,099,315  |               | 39,440,792  |               | 51,446,421  |               | 49,064,410  |               | 47,134,478  |               | 43,467,010  |               |



*A Memorandum on the use of the various descriptions of Opium in China.*

THE distribution of the various classes of imported opium in China is peculiar, and does not at first sight appear from an inspection of the Customs Returns.

Roughly speaking, there may be said to be three tracts, the inhabitants of which are marked by as many peculiarities of taste.

Along the coast as far north as the Yangtze, with the apparent exception of the districts about Ningpo, Bengal opium is almost exclusively made use of. The general taste is for Patna, but Benares is the favourite in Formosa and in some parts of Fuhkien.

Ranging west and north of this line, and including part of Kwangtung and Kwangsi, Kiangsi, Anhwei, and the North-Eastern Provinces and Shingking, is a second belt in which Malwa is consumed, to the almost entire exclusion of Bengal, the latter, apparently, being only smoked by those who elsewhere have become accustomed to its use.

To the west and north of this belt, again, native opium is mainly used, foreign drug being considered a luxury, and only purchased by the opulent or by connoisseurs in the article.

The three classes of opium are considered by the Chinese as having peculiar characteristics.

Bengal opium, which is prepared with greater care, though having strong narcotic properties, is free from many of the objections which the Chinese ever attaches to the others.

Malwa is of a stronger flavour, more coarse and biting to the taste; it is said to have a tendency to induce an unhealthy condition of the skin, and is altogether more pungent and stimulating. It produces heart-burn in those unaccustomed to its use, and is irritating to the nervous system.

Native opium, again, possesses all these bad qualities of the Malwa drug, with others of its own. It is said to be coarser and more fiery than the Indian; its flavour is inferior, and it produces disagreeable and troublesome eruptions of the skin, and it is moreover constantly adulterated to a great extent with seaweed, oil, &c. To remedy these defects it is said that the smoker is compelled to have occasional recourse to the foreign drug.

The difference between the foreign and native sorts is so marked that the Chinese say that no man can exchange the use of even the inferior foreign drug for that of the best quality native product.

The smoker of Patna will not, unless compelled by absolute necessity, take to Malwa. So long as any of his favourite drug is to be had he will purchase it, however high the price.

The smoker of Malwa does not, however, feel the same difficulty in exchanging for Patna. It is probable that the worst inconvenience he will feel from the change will be the absence of the pungent flavour to which he has been accustomed.

Climate and bodily condition seem also to have had a good deal of effect in the formation of local tastes.

It will be noticed that in the more relaxing districts of the south, Bengal opium is mainly in favour, while, in the colder districts of the north, inhabited by a ruder and more robust race, the more pungent Malwa is the favourite. This preference seems to be most marked where the Tartar element in the population is most developed.

To use the nomenclature of the Chinese, Patna is "mild," Malwa "fiery."

It may likewise be remarked, though possibly the coincidence is only

accidental, that those districts using Patna are also those where the people have been longest in the habit of smoking the drug. This probably points to a growing refinement in the taste of the smokers.

The true reason, then, of this preference is apparently to be found in the fact that the Bengal drug is more carefully prepared, and undergoes more perfect manipulation; while that of Bombay being left to private enterprise entirely is sent forward in a comparatively crude condition, and complaints of admixture with inferior qualities are frequent.

It is doubtful what would be the ultimate effects of any considerable curtailment in the supply of Bengal opium. Its immediate effect would doubtless be to enhance the price very considerably, as old smokers would be bound to obtain it at any cost.

This enhancement of price would inevitably result in the wholesale adulteration of that imported with the inferior qualities of native.

This adulteration is already carried on in the north of China to a considerable extent. Indeed it is probable that a considerable proportion of the opium imported at Newchwang is made use of to improve the flavour of the native Manchurian drug.

At present it may be affirmed that no native opium is grown in districts consuming the Bengal drug. The inferiority of the native to Patna and Benares is too great to admit of its cultivation when the usual sorts are procurable.

As we approach the outer limits of the Malwa-consuming districts on the other hand, we find the cultivation of the native drug increasing from year to year.

Any serious interference with the supply of the Bengal drug would, therefore, in all probability, have the effect of introducing the cultivation of Chinese opium into the coast provinces, where hitherto the cultivation of the poppy has been confined within the narrowest limits.

An analogous result, in many respects, might follow upon the prohibition of the import of green tea into the United States. It is probable that before the national taste could become reconciled to using black, some other substitute for the national beverage would come into use.

The almost certain effect of reducing the production of Bengal opium would be to seriously diminish the export of Indian opium of all descriptions, and to stimulate in a proportionate degree the production of Chinese drug.

COMPARATIVE TABLE showing the several varieties of Opium Imported at the different Ports during the Six Years ending 1874.

|           | 1869.  |        |          |        |        | 1870.  |        |          |        |        | 1871.  |        |          |        |        |
|-----------|--------|--------|----------|--------|--------|--------|--------|----------|--------|--------|--------|--------|----------|--------|--------|
|           | Malwa. | Patna. | Benares. | Sorts. | Total. | Malwa. | Patna. | Benares. | Sorts. | Total. | Malwa. | Patna. | Benares. | Sorts. | Total. |
| Newchwang | 2,427  | 88     | 4        | 8      | 2,527  | 2,298  | 47     | 96       | 7      | 2,448  | 2,193  | 53     | 33       | 2      | 2,281  |
| Tien-tsin | 4,584  | 262    | 327      | 115    | 5,288  | 6,442  | 107    | 335      | 227    | 7,111  | 6,329  | 231    | 220      | 310    | 7,090  |
| Chefoo    | 3,018  | 51     | 142      | 5      | 3,216  | 4,014  | 40     | 126      | 5      | 4,185  | 3,439  | 65     | 76       | 5      | 3,585  |
| Kiukiang  | 1,895  | 8      | 2        | ..     | 1,905  | 2,077  | 6      | 27       | ..     | 2,110  | 2,047  | 8      | 8        | ..     | 2,063  |
| Chinkiang | 5,429  | 155    | 8        | ..     | 5,592  | 6,379  | 520    | 23       | 20     | 6,942  | 6,422  | 524    | 32       | 8      | 6,986  |
| Ningpo    | 4,362  | 330    | ..       | 71     | 4,763  | 4,569  | 401    | ..       | 113    | 5,083  | 5,117  | 354    | ..       | 68     | 5,425  |
| Foochow   | 2,109  | 1,565  | 456      | 587    | 4,807  | 1,849  | 1,540  | 292      | 631    | 4,312  | 1,696  | 1,317  | 258      | 258    | 8,529  |
| Tamsuy    | ..     | 2      | 1,014    | 22     | 1,038  | ..     | 26     | 1,092    | 44     | 1,162  | ..     | 55     | 1,235    | 16     | 1,306  |
| Takow     | ..     | 161    | 1,036    | 349    | 1,546  | ..     | 102    | 1,259    | 372    | 1,733  | 2      | 232    | 1,342    | 450    | 2,026  |
| Amoy      | ..     | 1,314  | 3,182    | 613    | 3,721  | ..     | 1,270  | 1,643    | 185    | 3,098  | ..     | 1,387  | 1,170    | 295    | 3,052  |
| Swatow    | 1,418  | 2,073  | 745      | ..     | 4,236  | 1,476  | 2,128  | 1,235    | ..     | 4,839  | 3,210  | 2,470  | 1,160    | ..     | 6,840  |
| Hankow    | 2,415  | 186    | 7        | ..     | 2,608  | 3,473  | 143    | ..       | ..     | 3,616  | 2,988  | 135    | ..       | ..     | 3,123  |
| Shanghai  | 1,316  | 7,140  | 2,740    | ..     | 11,196 | 1,363  | 7,730  | 2,534    | 14     | 11,641 | 1,179  | 8,052  | 2,464    | ..     | 11,695 |
| Canton    | 393    | 707    | ..       | ..     | 1,100  | 391    | 364    | ..       | ..     | 754    | 874    | 202    | ..       | ..     | 1,076  |

\* These particulars give the gross imports, from which 1,388 piculs must be deducted, as the amount re-exported.

Comparative Table showing the several varieties of Opium, &amp;c.—continued.

|           | 1872.  |        |          |        |        | 1873.  |        |          |        |        | 1874.  |        |          |        |        |
|-----------|--------|--------|----------|--------|--------|--------|--------|----------|--------|--------|--------|--------|----------|--------|--------|
|           | Malwa. | Patna. | Benares. | Sorts. | Total. | Malwa. | Patna. | Benares. | Sorts. | Total. | Malwa. | Patna. | Benares. | Sorts. | Total. |
| Newchwang | ..     | ..     | ..       | ..     | 2,159  | 2,307  | 56     | 57       | ..     | 2,420  | 1,304  | *      | 14       | 16     | 1,327* |
| Tien-tsin | ..     | 150    | 108      | ..     | 4,677  | 4,675  | 158    | 86       | 37     | 4,957  | 5,129  | 78     | 104      | 21     | 5,332  |
| Chefoo    | ..     | 4,129  | 34       | ..     | 4,238  | 3,231  | 35     | 80       | ..     | 3,346  | 4,068  | 25     | 60       | ..     | 4,153  |
| Kinkiang  | ..     | 1,919  | 13       | ..     | 1,934  | 2,349  | 16     | ..       | ..     | 2,365  | 2,890  | 15     | ..       | ..     | 2,905  |
| Chinkiang | ..     | 8,070  | 69       | ..     | 8,693  | 8,954  | 458    | 361      | ..     | 9,765  | 9,368  | 1,080  | 494      | 22     | 10,964 |
| Ningpo    | ..     | 6,283  | 276      | 100    | 6,815  | 7,111  | 339    | ..       | 174    | 7,624  | 7,062  | 327    | 80       | ..     | 7,469  |
| Foochow   | ..     | 1,459  | ..       | 187    | 3,887  | 2,043  | 1,042  | 175      | 15     | 3,275  | 1,798  | 1,273  | 94       | 11     | 3,176  |
| Tamsuy    | ..     | 6      | 148      | 93     | 1,400  | 3      | 109    | 1,404    | 191    | 1,707  | ..     | 271    | 1,261    | 134    | 1,666  |
| Takow     | ..     | ..     | 1,203    | 417    | 1,992  | 9      | 340    | 1,370    | 296    | 2,015  | ..     | 721    | 1,390    | 392    | 2,503  |
| Amoy      | ..     | ..     | 1,786    | 293    | 3,124  | 39     | 1,883  | 1,285    | 172    | 3,379  | ..     | 2,075  | 1,107    | 188    | 3,370  |
| Swatow    | ..     | 4,375  | 1,045    | ..     | 7,415  | 5,774  | 2,579  | 710      | ..     | 9,063  | 5,681  | 2,902  | 699      | ..     | 9,372  |
| Hankow    | ..     | 2,380  | 660      | ..     | 2,400  | 2,811  | 162    | ..       | ..     | 2,973  | 2,717  | 134    | 6        | 4      | 2,861  |
| Shanghai  | ..     | 8,072  | 2,436    | ..     | 12,348 | 1,593  | 7,532  | 3,658    | ..     | 12,783 | 1,218  | 7,723  | 2,444    | 12     | 11,397 |
| Canton    | ..     | 698    | ..       | ..     | 949    | 572    | 252    | ..       | ..     | 824    | 632    | 341    | ..       | ..     | 973    |

\* Excess of re-exports above imports (7 piculs) deducted.

*Shanghai, February 15, 1875.*

To—

Arthur Davenport, Esq., Vice-Consul for Great Britain;  
Joseph Haas, Esq., Vice-Consul for Austria-Hungary; and  
Dr. M. T. Yates, United States Vice-Consul-General.

Gentlemen,

At a meeting of Consuls held on the 12th instant, the questions were raised—

1. Whether the system of punishments at the Mixed Court is satisfactory? and

2. Whether the powers of the Court are adequate?

It was decided to ask your opinions upon these questions, the Consuls believing that, from your connection with the Court, you are well able to deal with them.

The Consuls in asking your views would point out that it is desirable for you to consult in this connection informally with the Magistrate of the Court, and that pains should be taken to reach conclusions which may be of practical value. They would also point out that the Court, upon its criminal side, is to be considered as essentially a Chinese Court, and that any improvements in it may best take a course in consonance with the Chinese judicial system. Upon the civil side, the Consuls would ask you to keep in view the ruling recently made in the British Supreme Court, in regard to the trial of mixed cases. It is not to be understood, however, that the Consular body is committed to this ruling.

I have, &c.

(Signed) GEORGE F. SEWARD,  
Consul-General and Senior Consul.

*Dr. Yates to Mr. Seward.*

*Shanghai, March 10, 1875.*

I HAVE had the honour to receive your despatch of February 15, 1875, addressed as follows:—

To—

Arthur Davenport, Esq., Vice-Consul for Great Britain;  
Joseph Haas, Esq., Vice-Consul for Austria-Hungary; and  
M. T. Yates, United States Vice-Consul-General.

Asking on behalf of the Consular body for answers to the questions—

1. Whether the system of punishments at the Mixed Court is satisfactory?

2. Whether the powers of the Court are adequate?

We have thought best to address you individually.

I have no hesitation in saying that the powers of the Magistrate are inadequate.

The Magistrate is now a Wei Yuen or deputy, and, as such, is disinclined to deal with the graver criminal cases which come before the Court, and prefers to refer them to the District Magistrate. This is unsatisfactory, because there is no provision for the presence of assessors in the Court of the latter, or for the appearance of foreign prosecutors. Offenders who have been sent to him for trial and punishment, and against whom the evidence has seemed clear, have often been seen in the streets after two or three days.

Again, the Mixed Court Magistrate appears to be unable, or to fear, to bring to bear in important civil cases any means to enforce his judg-



ments, excepting persuasion, the promotion of compositions between the parties, and the imprisonment of the judgment debtor. Such a thing as the seizure and sale of a debtor's property is almost unknown in his Court.

In my opinion the Mixed Court should be made a Foo Ming Tong Chi Yamèn, with jurisdiction over the three settlements. French cases could be tried at the present office, or the Magistrate could sit periodically at a place provided in the French Settlement.

These changes would give the Mixed Court Magistrate the judicial authority of a District Magistrate, for the district comprised within the settlements, and, as a consequence, do away with many of the vexatious difficulties which are now met.

The system of punishment is essentially Chinese. I do not see how it can readily be changed, and I am not sure that any change which could be proposed would be beneficial. Hardened offenders would not care for the chain gang or for solitary imprisonment so much as for the bamboo. For those not hardened the cangue and bamboo answer very well.

I think that appeals from the Mixed Court should go to the Taoutai and Consuls, as at present.

*Mr. Haas to Mr. Seward.*

Sir,

*Shanghai, April 13, 1875.*

I beg to acknowledge receipt of your Circular letter of the 15th February last, and I beg to apologise for not having replied earlier, but the task devolved upon me by you and the other members of the Consular body is of such a difficult and delicate nature that it was beyond my power to answer your questions in a proper manner at once.

Even now it is impossible for me to give a detailed report. I beg to make at present a short *résumé* of my Report, which I shall have the honour to deliver as soon as finished.

The first question of your above-mentioned letter is—

“Whether the system of punishments at the Mixed Court is satisfactory?”

I think not, as the regulations at present in force—“Regulations for the office to be established in the Yang-king-pang,” in ten Articles—are vague, and give nearly no power to the Chinese Magistrates.

I propose that the “Proposed Regulations for a Chinese Court within the foreign quarter in Shanghai,” as drawn up by Mr. Alabaster, should be accepted, these being clearer and more distinct. But whatever the regulations should be, they ought to be made known to the public, and especially to the Foreign Assessors, Municipal employés, to the heads of the native guilds, and to the Tipaas.

As regards the second question, viz., “Whether the powers of the Court are adequate?” I think not.

The reasons are—

The actual position of the Chinese Magistrate is not the one of a real Magistrate, but of a delegate of the Taoutai. I do not think, as long as he is a delegate of an Intendant, that a promotion in his rank will give him more power, whether he is a red or gold button mandarin. His title should be changed, instead of “Delegate,” to the one of “Tung-chi.” Once having this title, it is understood that he will have also the powers of a Tung-chi, which will be sufficient for his position. An increase in his salary for keeping a better and more numerous staff will also in some

way increase his powers. I take this opportunity to draw the attention to the actual state of the Mixed Court Yamen. As far as its position is concerned, it is too far from the centre of the settlements; it is besides an old, therefore dirty, but also an extremely small place. There are now two prisons, in each of which sometimes, even in summer, at 90° to 100° Fahrenheit, are crowded from twenty-five to thirty people. This state must cease. And I think it would be opportune to have for Hong-kew a branch of the Mixed Court under the superintendence of his Honour Chen.

In the present condition of Mixed Court affairs, the system of sending prisoners into the city must be abandoned. The City Magistrate, if necessary, should come into the Mixed Court, and judge and punish there. The prisoners once in the city are beyond any police or Consular control. This city-sending system is no doubt a degradation for the Chinese Magistrate as well as for the foreign Assessor.

Last, but not least, let the Municipal Council insist that the Inspector of Police should learn Chinese; or, if this measure is too late, let the Council engage an interpreter. There is at present not one foreigner who understands the language of 50,000 natives. The native detectives may be good, but even of those we had quite lately some instances in which they have abused their powers.

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*Mr. Alabaster to Mr. Seward.*

*Shanghai, March 1875.*

IN reporting on the Mixed Court, it is necessary to consider it separately as a Criminal and Civil Court, the two jurisdictions being utterly distinct, though they happen to be exercised by the same officials. As a Criminal Court, although in taking the place of the system under which in old days thieves, &c., taken up by the municipal police were sent into the city with the charge and summary of evidence only, and tried in the absence of witnesses, and even prosecutor, the Mixed Court has been productive of immense advantage, it must be admitted that it is very far from perfect, and I think chiefly from the following reasons:—

1. The absence of a definite code of law.
2. From the nature of its punishments; and—
3. From the want of permanence in the officers attached to it; and, perhaps, in a lesser degree, from the dependent position of its Chinese Magistrate.

So long as the law to be administered is left entirely to the Judges, as in the Mixed Court is practically the case, there must be too glaring inequality in the sentences for satisfactory results. No Judge can carry in his head the exact punishment he meted out in the hundred previous similar cases he has dealt with. No Judge is so superior to temper and indigestion that he shall always view the same circumstances as in any way of equal gravity.

A code, indeed, will merely render the punishments approximately equal; but without one, the observer must necessarily be scandalized, as he is in the Mixed Court, by a robbery being one day punished with a sentence ridiculously light, while the next a petty theft is visited with the punishment of burglary. Without a code, and with continually changing Judges, there can be no pretence even of fair and even justice.

The readiest mode of meeting the difficulty would appear to be to direct the Judges of the Mixed Court to administer the provisions of the

elaborate Penal Code the Chinese Government have published, save in those cases where, to remedy the difference of Eastern and Western habits of thought and manner of viewing crime, special provision may have been made by agreement between the authorities of the various nations interested in the Settlement.

But when you come to look into the matter, so different are the views entertained by Chinese and Europeans of the most ordinary offences, that the Code, suited to the conditions of ordinary Chinese life, must fail utterly in a mixed community like that of the Settlement.

To instance: wrecking, an offence we, as a maritime nation, treat with great severity, the Chinese thinks quite justifiable; forgery, which used with us to be a capital offence, they regard as venial; and receiving stolen property, as no offence at all; while, for a petty assault, leading to a scratched face or the effusion of a drop of blood, they visit almost as aggravated manslaughter: in short, their law is as solely directed to the repression of personal violence as ours is to the protection of property once acquired.

It would seem better, therefore, if possible, and I cannot think that this is not so, to induce the Chinese to adopt the Code Napoléon, or, better still, the Indian Criminal Code, as the bases of the classification of crime and the measure of its punishment. I say the Indian Criminal Code, in preference to the Code Napoléon, not only because it is of later date, but because it has been drawn up with special reference to Oriental conditions.

In any case, whether a foreign code be formally adopted or not, a difference should be drawn between petty police offences and graver crimes; and while the former must be left, as now, to be dealt with summarily, the graver cases should be tried more formally and deliberately, with the care and deliberation the infliction of any but trifling punishment renders desirable, the prisoner being, as in European countries, committed for trial, and the exact nature of the charge to be brought against him, and the precise issues to be determined, carefully weighed and considered, before he is put on his trial. It is not fair to Judge, prisoner, or public that important cases should be disposed of in the hurried way they are at present.

But an even graver objection to the Court, as it at present exists, is the nature of its punishments, which, it is scarcely too strong language to say, reflect discredit on all concerned, whether the authorities who authorise them, the officers who inflict them, or the public who permit them.

As a satisfaction to men's vindictive feelings, torture may answer a purpose; but although, in the old Jewish terms, this consideration might have weighed, the more advanced intelligence of the present dispensation would rather consider it an argument against a system of justice that it had this effect; we no longer hold punishment to be a compensation on the part of the criminal to the sufferer. We go further, and condemn as vile, revengeful, and unchristian, the feelings that would prompt people to desire such compensation.

As a deterrent, as a means of striking terror, and so preventing other persons committing similar offences the punishments inflicted in the Mixed Court have been to a certain extent effectual in regard to certain classes of crime.

Receiving stolen property is not by any means the common offence it was before some of the chief offenders were sent to the chain-gang; house-boys do not venture to rob so unblushingly, now they are cangued when caught; and the fearful floggings in the "Beacon" case certainly had

an effect in increasing the respect felt for foreign life in the country round: it may even be said that the fear of cangue, or flogging, does prevent a considerable amount of casual crime, but its effect on crime generally is admittedly insufficient, while in regard to hardened offenders, to the professional thieves and criminals, the punishments are utterly ineffective. Petty thieves are brought up and flogged weekly, and burglars come back to the cangue so regularly that there is a general complaint that the Court is no good whatever.

Nor do I think the proposed panacea of the reintroduction of the chain-gang calculated to be more than to a certain and limited extent effective; it is better than cangueing, it is better than flogging, for it is neither purposeless nor brutal torture; it appeals to the sense of shame, and to a certain extent enforces the moral lessons that enforced labour, hard and disagreeable, that loss of liberty, chains and slavery, follow the commission of those actions which society disallows; but the very severity of the sentence renders it applicable in certain classes of crime only; for no one could seriously uphold the sending his fellow creatures to the chain-gang for any but the most serious offences. But there is another objection to the chain-gang, that so far we have not discovered in Shanghai how to carry out the system with that regard for the health of the prisoners which humanity requires. When tried before it had to be given up in consequence of the death of several of the convicts, and the Judges of the Mixed Court would, no more than they did then, continue to sentence prisoners to a punishment which seemed to involve the risk of life.

In the higher sense, in which alone it would appear that punishment is really justifiable at all, the hope of thereby reforming the criminal, and returning him to the world a useful member of society, the system breaks down altogether; there is no possibility of its working good, for the moral side of the criminal is never even appealed to; he does not even appear to be frightened out of his evil courses, but a disgraced and broken man, his mind full of evil passions against the tyrants who have so brutally ill-used him, he goes back to the world to thieve more cunningly, but less reluctantly than before. Nor, unless machinery can be provided by which long terms of imprisonment can be awarded, and some such system as has been established in the Alipore and other Indian jails be instituted, is there possibility of the Mixed Court being in this way effective.

In the jails I refer to, two of which I have personally had opportunities of studying, the criminal is considered simply as a subject for a course of treatment under which the energies which are ruining him, and injuring society, may be so directed that he become a valuable member of the world, from which his conduct has caused him to be temporarily relegated, and by a well regulated system of classification, the habit of acting rightly is nurtured in the criminal, whose status in prison is made to vary with his behaviour. Before he leaves, even, he has risen to a position of considerable responsibility, is accustomed to find others respect him, and to respect himself, and more than free before his term has expired, he goes back to the world with some useful trade acquired, able to earn a livelihood, with some small capital in hand to help him on, and with the courage to seek employment; not that shame is dead with him, but that he has worked himself clear of his disgrace.

It is hopeless to expect that such a well-organized system could be at once established; it needs an enthusiast to take the matter in hand, and only through repeated failure could the necessary experience be attained; but it might be held in view, and waiting until the time comes when it



could be carried out, steps might be taken to substitute imprisonment and hard labour for the brutal punishments of bambooning and the cangue, even if, at first, confinement in a Chinese jail, and the rough and unsatisfactory machinery of the chain-gang were put in their place.

It is unnecessary to go into, here, the arguments which in Europe have led to the abandonment of the pillory and whipping-post. Suffice it to say, that flogging, within proper limits, has little or no effect, and that when carried out in a way to act as a deterrent, it is so brutalizing to all concerned, Judge, victim, or assistants, that the evil far outweighs the good; and though the system which we could institute in its place would be at first most imperfect, it would be far in advance of that at present existing.

Eventually the municipality or the Chinese Government must have a jail; and if arrangements could be made for getting that erected by Her Majesty's Government, the system of imprisonment might be tried, care being taken to remember that in the selection of the head jailer, white-wash, drill, and discipline, admirable although in their way they may be, do not constitute the end sought, or the best means of its attainment; for the reformation of the prisoners you require a man of such intelligence that he can enter into and follow their thoughts and feelings, a man of as much culture and ability as is needed for the higher dignity of Judge of the Court.

As a matter of expense at first, the institution of a jail, even if Her Majesty's Government were willing now, as they were once, to give the building they possess here for a nominal sum, would cause considerable outlay; at first every restraining power would have to be free and paid; but as the system got into work, the expenses of supervision would almost disappear, the higher class prisoners guarding and controlling, as is done at Alipore, those less advanced, while the industrial arts practised by the prisoners would in time make the institution almost, if not entirely, self-supporting.

In any case, and however imperfectly the system be carried out, it is worth the while to try if we cannot deal with crime without brutality, and it will make many breathe the more freely that the instruments of torture, the bamboo and cangue, are even only temporarily banished from the Settlement.

The third point in which I think the Mixed Court is deficient is in the want of permanence in the Foreign Assessors; constantly changed, they have neither time to learn their business or gain the influence they should exercise over the Chinese Magistrate, much less to acquire that acquaintance with the conditions of the place and people which can alone show them what is just and what expedient. With the exception of myself I do not know a single English Assessor who has sat in the Court two years, and I can remember when four succeeded each other in rapid succession within a month. With a well-defined code of law, with a well ascertained procedure, with their own countrymen alone to deal with, a Judge may be replaced without serious inconvenience; but in a Court which has not only to administer but to build up a system of law, which has to gain strength and authority as it goes on, in short which needs to create everything out of nothing, and bring order of chaos, change in the *personnel* is fatal; for perfect knowledge of the past history of the Court, a definite prevision of its future, as well as simple ability to deal with the present circumstances, must be united in the officer who directs it before any satisfactory result can be attained. The Assessor should look forward to it as his career in life, and then, and then alone, would there be ground to hope of seeing some consistent plan perfectly carried out.



The most natural way to secure this permanency would appear to be for either the Chinese Government, the various foreign Governments, or the Municipal Council, to appoint a permanent Foreign Assessor, removable only in the case of grave misconduct, his salary being met by contributions from the Chinese, the community, and the various foreign Governments who now each pay a special Assessor for the Court, and although the salary of the Assessor were calculated on the liberal basis which would be necessary to secure efficiency and independence, it would be a saving to the various Governments concerned, supposing them to appoint and pay him, as it would be an advantage either to the Chinese Government or to the Municipality to have such an officer in their pay.

As regards the fourth point, the necessity of making the Chinese Magistrate more independent than he is at present, and the giving him more extensive powers than he at present possesses, there is no doubt that it is most desirable that the present conflict of jurisdiction between the Magistrate of the Mixed Court and the District Magistrate of Shanghai should be set definitely at rest; and this it would appear can only be done by erecting the Settlements into a distinct Chinese jurisdiction, and for many reasons it would be better that there should be machinery within the Settlement for dealing with all cases arising within it, which could only be done by giving the Mixed Court Magistrate more extensive powers; but the mere nominal right to do justice, the mere apparent jurisdiction, will not materially affect the state of crime in the Settlements, unless the administration be given the strength which only comes from permanency, and unless it is supplied with the machinery for carrying out its labours. Without a code of criminal law, without defined procedure, without a sensible system of punishment, the simply changing the Magistrate from a Taotai's deputy, as he is at present, into a pukka Sub-Prefect, and the making the Settlements into a sub-prefecture, or even a prefecture, circuit, or province, will be practically of but small utility.

As regards the special point submitted, the best means of dealing with the increase in petty theft, which is said to have become noticeable, the only scheme I can think of as likely to be effective is that of the establishment of the municipal gaol and system of industrial reform already suggested.

The causes which lead to the offence are misery and idleness, and until means are found to give the hundreds who live by petty theft habits of industry and means of making an honest living, there is no possibility of stopping it.

As the habitual criminals are known to the police, it would perhaps seem possible to some to keep them out of the Settlements, by arresting and flogging them whenever found with the limits; but to a great extent this has been tried and failed. Thieves are continually sentenced to deportation, involving their arrest and punishment if found hereafter within Municipal jurisdiction, and entirely without effect. Nor is the other plan which has been suggested, of stationing policemen at every bridge, and preventing their entry into the Settlement, more practicable; the Settlements are too large, and their conditions too peculiar, to admit of any attempt even to introduce the system, for not only would the restriction of free ingress and egress which it would involve be intolerable to a community like that of Shanghai, but the system of espionage to which it might easily give rise, and the increase of police power it would necessitate, would be unendurable.

I do not say that even a perfect system of reformatory imprisonment

would extirpate crime ; but every criminal redeemed would represent a real diminution of the evil from which we suffer, whereas, so far as I have seen, all other systems, amounting merely to harassing and worrying the criminals, do do not in any way affect the prevalence of crime. It may gratify the authorities, and occupy the police, to make criminals continually move on ; it may even satisfy the public, who imagine something is being done for their benefit ; but circulating felony is as obnoxious as when left undisturbed, perhaps even more so.

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## CHINKIANG.

*Report on the Trade of Chinkiang during the Year 1874.*

THE total value of the trade, import and export, of Chinkiang, during the year under review, amounted to 3,844,343*l.*, showing a slight advance on that of the previous year. In spite, however, of this apparent improvement, which is to be attributed solely to the increased importation of opium, the condition of trade is far from satisfactory, and does not show that buoyancy which the central situation of the port, and the energy of the foreign merchants might be expected to command. At the same time, not to take too gloomy a view of the situation, it should be remembered that the China trade generally has undergone a period of unusual depression, which is unlikely to be more than temporary.

## IMPORTS.

The total value of imports amounts to 3,527,066*l.*, as against 3,566,765*l.* during the previous year. With the exception of opium, the sale of which has steadily advanced since the opening of the port, all the principal articles of import exhibit a decline. The subjoined Table compares the trade under this head for the last two years.

COMPARATIVE Table of Imports for the Years 1873 and 1874.

|                     |        |  | 1873.     |           | 1874.     |           |
|---------------------|--------|--|-----------|-----------|-----------|-----------|
|                     |        |  | Quantity. | Value.    | Quantity. | Value.    |
|                     |        |  |           | £         |           | £         |
| Opium .. ..         | piculs |  | 9,635 00  | 1,401,743 | 10,963 00 | 1,558,716 |
| Cottons—            |        |  |           |           |           |           |
| Shirtings, grey ..  | pieces |  | 698,782   | 408,788   | 552,005   | 298,083   |
| " white ..          | "      |  | 22,946    | 14,456    | 22,884    | 14,398    |
| " various ..        | "      |  | 5,696     | 4,933     | 6,319     | 5,307     |
| T-cloths ..         | "      |  | 224,063   | 100,828   | 197,834   | 88,025    |
| Drills ..           | "      |  | 60,457    | 49,842    | 49,600    | 35,579    |
| Jeans and twills .. | "      |  | 5,726     | 4,810     | 4,923     | 2,954     |
| Chintzes, &c. ..    | "      |  | 19,990    | 8,996     | 14,256    | 8,126     |
| Turkey reds and     |        |  |           |           |           |           |
| cambrics ..         | "      |  | 6,922     | 4,464     | 8,241     | 5,562     |
| Damasks, dyed ..    | "      |  | 900       | 1,958     | 900       | 1,485     |
| Velvets ..          | "      |  | 6,545     | 15,046    | 3,973     | 7,218     |
| Muslins ..          | "      |  | 2,100     | 536       | 2,146     | 579       |
| Handkerchiefs ..    | dozens |  | 34,309    | 6,176     | 35,411    | 7,967     |
| Other cottons ..    | pieces |  | 11,045    | 6,588     | 7,936     | 3,542     |
| Woolens—            |        |  |           |           |           |           |
| Blankets ..         | pairs  |  | 130       | 109       | 164       | 197       |
| Camlets ..          | pieces |  | 5,981     | 29,000    | 7,261     | 34,533    |
| Broad cloth ..      | "      |  | 4,742     | 45,523    | 4,037     | 36,333    |
| Spanish stripes ..  | "      |  | 7,242     | 34,481    | 5,574     | 20,902    |
| Russian cloth ..    | "      |  | 310       | 3,162     | 302       | 3,171     |
| Lastings ..         | "      |  | 1,408     | 4,984     | 1,320     | 5,248     |
| Crape ..            | "      |  | 1,560     | 3,861     | 762       | 2,149     |
| Lustres ..          | "      |  | 15,715    | 18,387    | 17,124    | 24,401    |
| Long ells ..        | "      |  | 13,222    | 25,386    | 7,997     | 16,794    |
| Mixtures ..         | "      |  | 162       | 164       | 236       | 248       |

|                  |    |        | 1873.      |         | 1874.      |         |
|------------------|----|--------|------------|---------|------------|---------|
|                  |    |        | Quantity.  | Value.  | Quantity.  | Value.  |
|                  |    |        |            | £       |            | £       |
| Metals—          |    |        |            |         |            |         |
| Nail rod..       | .. | piculs | 42,096 00  | 40,413  | 34,273 00  | 34,958  |
| Bar iron..       | .. | "      | 1,307 00   | 1,276   | 1,903 00   | 1,998   |
| Old iron..       | .. | "      | 2,131 00   | 1,598   | 748 00     | 584     |
| Lead ..          | .. | "      | 5,447 00   | 9,150   | 6,099 00   | 10,976  |
| Steel ..         | .. | "      | 2,285 00   | 3,428   | 1,927 00   | 3,007   |
| Tin plates       | .. | "      | 411 00     | 925     | 393 00     | 943     |
| Iron wire        | .. | "      | 1,572 00   | 3,536   | 1,452 00   | 3,702   |
| Sundries         | .. | "      | 3,984 00   | 6,036   | 2,579 00   | 5,036   |
| Sugar—           |    |        |            |         |            |         |
| Brown, foreign   | .. | "      | 157,311 00 | 155,738 | 173,268 00 | 197,525 |
| White, ditto     | .. | "      | 102,308 00 | 171,878 | 124,464 00 | 224,035 |
| Brown, native    | .. | "      | 36,188 00  | 35,826  | 29,956 00  | 34,150  |
| White, ditto     | .. | "      | 36,611 60  | 61,507  | 58,476 00  | 105,246 |
| Candy, foreign   | .. | "      | 2,380 00   | 7,140   | 2,351 00   | 5,784   |
| " native         | .. | "      | 4,030 00   | 12,092  | 3,830 00   | 9,424   |
| Birds' nests     | .. | "      | 11 38      | 1,697   | 11 87      | 2,232   |
| Bêche de mer     | .. | "      | 1,293 00   | 18,614  | 1,556 00   | 22,954  |
| Indigo ..        | .. | "      | 1,258 00   | 1,684   | 1,801 00   | 3,971   |
| Isinglass ..     | .. | "      | 160 00     | 1,536   | 341 00     | 3,370   |
| Wood ..          | .. | "      | 140,160 00 | 272,289 | 105,386 00 | 207,453 |
| Pepper ..        | .. | "      | 2,223 00   | 8,038   | 6,134 00   | 24,853  |
| Seaweed ..       | .. | "      | 10,440 00  | 10,336  | 7,855 00   | 8,248   |
| Sandal-wood      | .. | "      | 30,558 00  | 55,004  | 36,775 00  | 49,646  |
| Sapan-wood       | .. | "      | 22,154 00  | 19,939  | 24,818 00  | 19,359  |
| Vegetable tallow | .. | "      | 34,724 00  | 62,641  | 29,863 00  | 69,880  |
| Tobacco, leaf    | .. | "      | 4,267 00   | 11,531  | 3,831 00   | 9,556   |
| " prepared       | .. | "      | 2,527 00   | 18,955  | 1,435 00   | 7,321   |

It is not necessary to look far for the cause of the persistent advance in the sale of the drug. There can be little doubt that the habit of opium-smoking is on the increase; intelligent natives estimate the proportion of consumers at more than 30 per cent. of the population. Were the advance in this item to be attributed to heightened competition among foreign traders, the same cause would have affected piece goods. The sale of opium has increased, and that of piece goods declined, mainly because the former staple is more a necessity to the consumer than the latter, and in the present stagnant condition of native trade he cannot afford to provide himself with both.

Something must also be attributed to the establishment of an agency for a well-known Indian firm, who are now the largest importers of opium into Chinkiang.

It is noticeable that the only imports besides opium which exhibit much advance are articles of food, as distinguished from clothing, viz., sugar, birds'-nests, bêche de mer, isinglass, pepper, &c. These, however, cannot be considered in any real sense as foreign imports.

#### EXPORTS.

The exports for 1874, as will be seen from the comparative Table subjoined, show a considerable improvement. The total value was 317,277*l.*, as against 257,532*l.* during the previous year. This is somewhat reassuring when it is remembered that the trade has had to bear up against the refusal of the native authorities to issue transit passes even for *bonâ fide* foreign-owned goods. The rapid improvement in raw silk is remarkable, but unless transit passes can be obtained, as provided by Treaty, it is feared that this item of export will gradually disappear.

COMPARATIVE Table of Principal Exports during the last Four Years, in Piculs.

| Articles.                  | 1871.   | 1872.     | 1873.   | 1874.   |
|----------------------------|---------|-----------|---------|---------|
|                            | Piculs. | Piculs.   | Piculs. | Piculs. |
| Grain .. .. .              | 233,687 | 1,867,234 | 141,680 | 168,863 |
| Silk piece goods .. .. .   | 339     | 313       | 391     | 601     |
| Raw cotton .. .. .         | 10,017  | 15,379    | 7,012   | 1,623   |
| Beans .. .. .              | 6,192   | 17,459    | 22,883  | 56,948  |
| Dried lily flowers .. .. . | 8,443   | 12,032    | 15,104  | 13,027  |
| Raw silk .. .. .           | 4       | 11        | 134     | 1,033   |

It will be observed that the exports of Chinkiang bear a very small proportion to its imports; this is, indeed, the weak point in its trade. The foreign merchants thoroughly recognise the fact, and are making strenuous endeavours to establish a firm trade in some staple of produce, as for instance in the article of raw silk alluded to above. It is evident that without some more active trade in native productions, the country supplied from Chinkiang cannot continue to pay for any considerable quantity of imports for local consumption.

One reason for the unprogressiveness of the Chinkiang district in this respect is doubtless the deadlock in the transit-pass question. With that important avenue to the real resources of the country fairly opened, an improvement would soon be manifested. The foreign trader would receive produce in return for his imports, instead of having to wait for money payments, and a double advantage would thus result to both parties.

The real obstacle to any decided and lasting improvement in the material condition of the people, is one to which it is a weary task to have to draw repeated attention, viz., the injury inflicted upon producers by barrier and lekin dues, and other official exactions. A notable instance occurred in 1872. During the scarcity consequent upon the failure of crops in the south, great efforts were made to relieve the sufferers by the importation of rice from other districts. It happened that the rice harvest of that season was exceptionally abundant in this neighbourhood; but it will hardly be believed that the officials seized the opportunity to levy a duty on rice export, so that instead of supplying the hunger of one province from the superabundance of another, the authorities of the suffering districts were driven to draw their supplies for relief from Saigon and elsewhere, thus enriching the agriculturalists of a foreign country while their native rice was actually rotting in the fields. This is only one instance of the follies committed by official ignorance. Many others might be cited, which impoverish the people, deaden foreign trade, and what is more to the purpose of the Mandarin, could be brought to realize it, go far to account for diminished revenues.

#### *Situation of Chinkiang as a Military centre.*

Although not strictly within the province of a Trade Report, it may be well to ask attention to the position which Chinkiang has lately assumed as a centre of military movement and organisation. This became more particularly prominent at the time when war with Japan upon the Formosa difficulty appeared imminent. Numerous bodies of the Chinese militia, known as "braves," were assembled at this port, in expectation of the outbreak of hostilities; but it would seem that they were intended more especially for purposes of defence, and to garrison the numerous forts that were constructed at the time in our immediate



neighbourhood. Several mud forts, large and small, of the usual Chinese pattern, command the approach to Chinkiang from Shanghai; but the most important works are situated on Silver Island and the two shores, being three iron-plated batteries of ten or more guns, smooth-bore, 68-pounders, which are laid to direct a converging fire on the reach immediately below Chinkiang. The plates, placed without intermediate backing on walls of concrete, are not more than one inch in thickness, except over the embrasures, where they measure about five inches. The magazines are situated in chambers between the guns, and the whole is covered with what is intended to be a bomb-proof roof. They are all in a very backward condition, and do not promise to be formidable; but were they completed, and well manned and fenced, as seems probable, with a fringe of torpedoes, the trading communities at the three river ports would, in the event of sudden hostilities, be cut off for a time from all communication with Shanghai, and would find themselves for the moment in a position of imminent peril.

(Signed) E. COLBORNE BABER.

(A.)—RETURN of the Trade of the Port of Chinkiang for the Year 1874.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

|         |    |    |    |    |           |
|---------|----|----|----|----|-----------|
|         |    |    |    |    | £         |
| Imports | .. | .. | .. | .. | 3,527,066 |
| Exports | .. | .. | .. | .. | 317,277   |
| Total.. | .. | .. | .. | .. | 3,844,343 |

Re-exports, 40,807*l.*, not included either in Imports or Exports.

No. 2.—IMPORT and Export of Treasure.

|                           |    | Imports. | Exports. | Total.  |
|---------------------------|----|----------|----------|---------|
|                           |    | £        | £        | £       |
| To and from foreign ports | .. | ..       | ..       | ..      |
| To and from native ports  | .. | 76,713   | 910,277  | 986,990 |

Exports include 105,774*l.* of copper cash.

No. 3.—DIRECT Trade with Foreign Countries (including Hong Kong).

Nil.

No. 4.—Trade with other Treaty Ports (excluding Treasure).

|         |    |    |    |    |           |
|---------|----|----|----|----|-----------|
|         |    |    |    |    | £         |
| Imports | .. | .. | .. | .. | 3,527,066 |
| Exports | .. | .. | .. | .. | 317,277   |
|         |    |    |    |    | 3,844,343 |

No. 5.—Return distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

|                     | Imports.  | Exports. | Total.    | Re-exports. |
|---------------------|-----------|----------|-----------|-------------|
|                     | £         | £        | £         | £           |
| Foreign (net) .. .. | 2,889,332 | ..       | 2,889,332 | 37,278      |
| Native (net) .. ..  | 637,734   | 317,277  | 955,011   | 3,529       |
| Total .. ..         | 3,527,066 | 317,277  | 3,844,343 | 40,807      |

(Signed) E. COLBORNE BABER.

(B.)—RETURN of British Trade for the Year 1874 at the Port of Chinkiang.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag (including Hong Kong).

Nil.

No. 2.—DETAIL of No. 1.

Nil.

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

|               |           |
|---------------|-----------|
| Imports .. .. | £         |
| Exports .. .. | 1,236,103 |
| Total .. ..   | 134,523   |
|               | 1,360,626 |

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

Value of imports .. .. £ 2,771,454

Of this, Sugar forms an item of the value of 439,216*l.* It has only a quasi-Colonial origin, from its passing through Heng Kong on the way from other Chinese ports.

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies carried under any Flag to other Treaty Ports.

None so declared when leaving the port. Doubtless some of the silk (97,229*l.*) and green tea (22,772*l.*) will reach England or her Dependencies.

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

Nil.

(Signed) E. COLBORNE BABER.

## SHIPPING RETURN of the Port of Chinkiang for the Year 1874.

## BRITISH.

|                                    | ENTERED.        |          |                 | CLEARED.        |          |                 | TOTAL ENTERED AND CLEARED. |          |                 |
|------------------------------------|-----------------|----------|-----------------|-----------------|----------|-----------------|----------------------------|----------|-----------------|
|                                    | No. of Vessels. | Tonnage. | Value of Cargo. | No. of Vessels. | Tonnage. | Value of Cargo. | No. of Vessels.            | Tonnage. | Value of Cargo. |
| River steamers and tea steamers .. | 303             | 321,873  | £               | 303             | 321,873  | £               | 606                        | 643,746  | £               |
| Other vessels ..                   | 97              | 14,815   | ..              | 97              | 14,780   | ..              | 194                        | 29,595   | ..              |
| Chartered junks ..                 | 53              | 4,237    | ..              | 49              | 3,897    | ..              | 102                        | 8,134    | ..              |
| Total ..                           | 453             | 340,935  | 1,226,103*      | 449             | 340,550  | 152,789†        | 902                        | 681,475  | 1,378,892†      |

\* Average, deducting tea steamers which merely pass through, per ton, 3*l.* 18*s.*† Corrected average, per ton, 2*l.* 3*s.* 9*d.*† Corrected average, per ton, 9*s.* 6*d.*

## FOREIGN.

|                                   | ENTERED.        |          |                                  | CLEARED.        |          |                            | TOTAL ENTERED AND CLEARED. |          |                                  |
|-----------------------------------|-----------------|----------|----------------------------------|-----------------|----------|----------------------------|----------------------------|----------|----------------------------------|
|                                   | No. of Vessels. | Tonnage. | Value of Cargo.                  | No. of Vessels. | Tonnage. | Value of Cargo.            | No. of Vessels.            | Tonnage. | Value of Cargo.                  |
| River and other steamers ..       | 325             | 305,251  | £                                | 325             | 305,251  | £                          | 650                        | 610,502  | £                                |
| Other vessels ..                  | 87              | 9,765    | ..                               | 87              | 9,746    | ..                         | 174                        | 19,511   | ..                               |
| Chinese foreign-built steamers .. | 74              | 29,374   | 125,031                          | 74              | 29,374   | 4,512                      | 148                        | 58,748   | 129,543                          |
|                                   |                 |          | average, 4 <i>l.</i> 5 <i>s.</i> |                 |          | average, about 3 <i>s.</i> |                            |          | average, 2 <i>l.</i> 4 <i>s.</i> |
| Chartered junks ..                | 40              | 3,449    | ..                               | 38              | 3,284    | ..                         | 78                         | 6,733    | ..                               |
| Total ..                          | 526             | 347,839  | 2,405,725*                       | 524             | 247,655  | 205,297†                   | 1,050                      | 695,594  | 2,611,023†                       |

\* Average, without Chinese or tea steamers, per ton, 6*l.* 14*s.* 7*d.*† Corrected average, per ton, 12*s.*† Corrected average, per ton, 3*l.* 13*s.* 6*d.*

(Signed)

E. COLBORNE BABER.

## FOOCHOW.

## (A).—DIRECT TRADE at Foochow for 1874.

Imports and Exports to and from Foreign Ports, including Hong Kong.

| General Imports,<br>British and Foreign. | General Exports,<br>British and Foreign. | Total<br>General Imports and<br>Exports. | British Imports,<br>as distinguished from<br>Foreign. | British Exports,<br>as distinguished from<br>Foreign. | Total British<br>Imports and Exports,<br>as distinguished<br>from Foreign. |
|--|--|--|---|---|--|
| £<br>851,367 18 11½                      | £<br>4,115,374 19 4                      | £<br>4,966,742 18 3                      | £<br>837,113 2 5                                      | £<br>3,614,811 18 8                                   | £<br>4,481,967 11 1  |

## Treasure.

|   |    | £ s. |          |  |      |
|---|----|------|----------|--|------|
| Imported from Great Britain through Hong Kong or from the | .. | ..   | 2,042 10 | Re-exported to Great Britain through Hong Kong or to the | ..   |
| British Colonies ..                                       | .. | ..   | Nil.     | British Colonies ..                                      | ..   |
| Imported from other foreign Countries ..                  | .. | ..   | Nil.     | Exported to other foreign countries ..                   | ..   |
|   |    |      |          |  | Nil. |
|   |    |      |          |  | Nil. |

## (B.)—INDIRECT TRADE at Foochow for 1874.

## Coast and River Trade. Imports and Exports.

| General Imports,<br>in British and<br>Foreign Vessels. | General Exports,<br>in British and<br>Foreign Vessels. | Total General<br>Imports and Exports,<br>in British and<br>Foreign Vessels. | Imports<br>in British Vessels,<br>as distinguished from<br>Foreign. | Exports<br>in British Vessels,<br>as distinguished from<br>Foreign. | Total Imports and<br>Exports in British<br>Vessels, as<br>distinguished from<br>Foreign. |
|--|--|---|---|---|--|
| £ s. d.  | £ s. d.  | £ s. d.   | £ s. d.   | £ s. d.   | £ s. d.  |
| 481,019 12 8½  | 281,946 0 0  | 762,965 12 8½   | 448,561 8 1   | 226,961 6 8½  | 675,522 14 9½  |

## Treasure.

|                             | £ s. d. | Exported in British vessels | ..                          | .. | No return. |
|-----------------------------|---------|-----------------------------|-----------------------------|----|------------|
| Imported in British vessels | ..      | 59,978 10 10                | Exported in foreign vessels | .. | ..         |
| Imported in foreign vessels | ..      | Nil.                        | Exported in foreign vessels | .. | ..         |
| Total                       | ..      | 59,978 10 10                | Total                       | .. | ..         |
|                             |         |                             |                             | .. | —          |





[C.1212] Macao Coolie Trade, 1874-5  
Correspondence

For this folio paper see the end of Vol. LXXVIII.



CHINA. No. 4 (1875).

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# RETURNS

RELATIVE TO

# TRADE WITH CHINA:

1874.

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*Presented to both Houses of Parliament by Command of Her Majesty  
July 1875.*

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LONDON:  
PRINTED BY HARRISON AND SONS.

1875.

## LIST OF RETURNS.

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|                   | Page |
|-------------------|------|
| Amoy .. .. .      | 35   |
| Canton .. .. .    | 1    |
| Chefoo .. .. .    | 5    |
| Foochow .. .. .   | 38   |
| Hankow .. .. .    | 8    |
| Kewkiang .. .. .  | 29   |
| Newchwang .. .. . | 21   |
| Ningpo .. .. .    | 11   |
| Swatow .. .. .    | 25   |
| Taiwan .. .. .    | 14   |
| Tamsui .. .. .    | 32   |
| Tien-tsin .. .. . | 17   |

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*Foreign Office,*  
*July 15, 1875.*

NOTE.—The Returns from Shanghai have not yet been received.



## *Returns relative to Trade with China: 1874.*

### CANTON.

(A.)—RETURN of the Trade of the Port of Canton in Foreign Vessels for the Year 1874.

#### No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

|         |    |    |    |    |              |
|---------|----|----|----|----|--------------|
| Imports | .. | .. | .. | .. | £ 1,985,701  |
| Exports | .. | .. | .. | .. | £ 4,672,127  |
| Total   | .. | .. | .. | .. | £ 6,657,828* |

\* Includes all re-exports.

#### No. 2.—IMPORT and Export of Treasure.

|                             | Imports. | Exports. | Total.     |
|-----------------------------|----------|----------|------------|
|                             | £        | £        | £          |
| To and from foreign ports.. | 723,998  | 330,919  | 1,054,917* |
| To and from native ports .. | 8,880    | Nil      | 8,880†     |
| Total ..                    | 732,878  | 330,919  | 1,063,797  |

\* All Hong Kong.

† All Shanghai and Hankow.

#### No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).\*

|         |    |    |    |    |              |
|---------|----|----|----|----|--------------|
| Imports | .. | .. | .. | .. | £ 899,851    |
| Exports | .. | .. | .. | .. | £ 3,710,619  |
| Total   | .. | .. | .. | .. | £ 4,610,470† |

\* Including the trade with Hong Kong.

†  $\frac{2}{3}$  to England and Colonies;  $\frac{1}{8}$  to North America,  $\frac{1}{8}$  to South America.

#### No. 4.—Trade with other Treaty Ports (excluding Treasure).

|         |    |    |    |    |              |
|---------|----|----|----|----|--------------|
| Imports | .. | .. | .. | .. | £ 1,085,850  |
| Exports | .. | .. | .. | .. | £ 961,509    |
| Total   | .. | .. | .. | .. | £ 2,047,359* |

\*  $\frac{4}{7}$  of exports,  $\frac{9}{13}$  of imports, under British flag.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

|         |    |    | Imports.  | Exports. | Total.    |
|---------|----|----|-----------|----------|-----------|
|         |    |    | £         | £        | £         |
| Foreign | .. | .. | 8,395     | Nil*     | 8,395     |
| Native  | .. | .. | 1,077,455 | 961,509  | 2,038,964 |
| Total   | .. | .. | 1,085,850 | 961,509  | 2,047,359 |

\* Or very trivial.

(B.)—RETURN of British Trade for the Year 1874 at the Port of Canton.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)\* under any Flag.

|         |    |    |    |    |    | £          |
|---------|----|----|----|----|----|------------|
| Imports | .. | .. | .. | .. | .. | 899,851    |
| Exports | .. | .. | .. | .. | .. | 3,444,569  |
| Total   | .. | .. | .. | .. | .. | 4,344,420† |

\* Including the trade with Hong Kong.

† All imports from England and Colonies;  $\frac{5}{11}$  of exports to England and Colonies.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

|                            |    |    | Imports. | Exports.  | Total.     |
|----------------------------|----|----|----------|-----------|------------|
|                            |    |    | £        | £         | £          |
| British Isles              | .. | .. | Nil      | 422,178   | 422,178    |
| Hong Kong                  | .. | .. | 898,581  | 2,851,059 | 3,749,640  |
| India                      | .. | .. | Nil      | 166,334   | 166,334    |
| Other British Dependencies |    |    | 1,270    | 5,000     | 6,270      |
| Total                      | .. | .. | 899,851  | 3,444,571 | 4,344,422* |

\* All imports from England and Colonies;  $\frac{5}{11}$  of exports to England and Colonies.

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

|         |    |    |    |    |    | £          |
|---------|----|----|----|----|----|------------|
| Imports | .. | .. | .. | .. | .. | 775,463    |
| Exports | .. | .. | .. | .. | .. | 550,554    |
| Total   | .. | .. | .. | .. | .. | 1,326,017* |

\* Two-thirds of the whole.

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

[No Return.]

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

|          |    |    | Imports.  | Exports.  | Total.     |
|----------|----|----|-----------|-----------|------------|
|          |    |    | £         | £         | £          |
| Direct   | .. | .. | 723,998   | 330,919   | 1,054,917* |
| Indirect | .. | .. | No return | No return | No return  |
| Total    | .. | .. | 723,998   | 330,919   | 1,054,917  |

\* All Hong Kong.

(C.)—SHIPPING RETURN at the Port of Canton for the Year 1874.  
BRITISH.

| ENTERED.           |          |                 |                 | CLEARED.           |          |                 |                 | TOTAL ENTERED AND CLEARED. |          |                 |                 |
|--------------------|----------|-----------------|-----------------|--------------------|----------|-----------------|-----------------|----------------------------|----------|-----------------|-----------------|
| Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels.         | Tonnage. | Number of Crew. | Value of Cargo. |
| 693                | 294,632  | No return       | £ 1,671,956     | 691                | 293,199  | No return       | £ 4,057,615     | 1,384                      | 587,831  | No return       | £ 5,729,571     |

## FOREIGN.

| ENTERED.           |          |                 |                 | CLEARED.           |          |                 |                 | TOTAL ENTERED AND CLEARED. |          |                 |                 |
|--------------------|----------|-----------------|-----------------|--------------------|----------|-----------------|-----------------|----------------------------|----------|-----------------|-----------------|
| Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels.         | Tonnage. | Number of Crew. | Value of Cargo. |
| 98                 | 50,801   | No return       | £ 313,746       | 102                | 53,870   | No return       | £ 614,511       | 200                        | 104,671  | No return       | £ 928,257       |

## CHEFOO.

(A.)—RETURN of the Trade of the Port of Chefoo in Foreign Vessels for the Year 1874.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

|         |    |    |    |    |           |
|---------|----|----|----|----|-----------|
|         |    |    |    |    | £         |
| Imports | .. | .. | .. | .. | 1,974,250 |
| Exports | .. | .. | .. | .. | 705,811   |
| Total   | .. | .. | .. | .. | 2,680,061 |

Average value of Haikwan tael, during 1874, 6s. 4d.

No. 2.—IMPORT and Export of Treasure.

|                             | Imports. | Exports. | Total.  |
|-----------------------------|----------|----------|---------|
|                             | £        | £        | £       |
| To and from foreign ports . | Nil      | 6,334    | 6,334   |
| To and from native ports .. | 35,824   | 927,486  | 963,310 |
| Total ..                    | 35,824   | 933,820  | 969,644 |

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).\*

|         |    |    |    |    |         |
|---------|----|----|----|----|---------|
|         |    |    |    |    | £       |
| Imports | .. | .. | .. | .. | 241,895 |
| Exports | .. | .. | .. | .. | 37,344  |
| Total   | .. | .. | .. | .. | 279,239 |

\* Including the trade with Hong Kong.

No. 4.—Trade with other Treaty Ports (excluding Treasure).

|         |    |    |    |    |           |
|---------|----|----|----|----|-----------|
|         |    |    |    |    | £         |
| Imports | .. | .. | .. | .. | 1,734,356 |
| Exports | .. | .. | .. | .. | 668,466   |
| Total   | .. | .. | .. | .. | 2,402,822 |

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

|            | Imports.  | Exports. | Total.    |
|------------|-----------|----------|-----------|
|            | £         | £        | £         |
| Foreign .. | 1,157,201 | 84,190   | 1,241,391 |
| Native ..  | 577,153   | 584,276  | 1,161,429 |
| Total ..   | 1,734,354 | 668,466  | 2,402,820 |

(Signed)

W. H. LAY, *Consul.*



## (B.)—RETURN of British Trade for the Year 1874 at the Port of Chefoo.

## No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)\* under any Flag.

|         |    |    |    |    |    |           |
|---------|----|----|----|----|----|-----------|
| Imports | .. | .. | .. | .. | .. | £ 152,317 |
| Exports | .. | .. | .. | .. | .. | 25,191    |
| Total   | .. | .. | .. | .. | .. | 177,508   |

\* Including the trade with Hong Kong.

## No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

|                            | Imports. | Exports. | Total.  |
|----------------------------|----------|----------|---------|
|                            | £        | £        | £       |
| British Isles .. ..        | 39,460   | Nil      | 39,460  |
| Hong Kong .. ..            | 107,800  | 25,191   | 132,991 |
| India .. ..                | Nil      | Nil      | ..      |
| Other British Dependencies | 5,057    | Nil      | 5,057   |
| Total .. ..                | 152,317  | 25,191   | 177,508 |

## No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

|         |    |    |    |    |    |           |
|---------|----|----|----|----|----|-----------|
| Imports | .. | .. | .. | .. | .. | £ 935,630 |
| Exports | .. | .. | .. | .. | .. | 186,439   |
| Total   | .. | .. | .. | .. | .. | 1,122,069 |

## No. 4.—RETURN of Value of Imports of British, Indian or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

|         |    |    |    |    |    |             |
|---------|----|----|----|----|----|-------------|
| Imports | .. | .. | .. | .. | .. | £ 1,204,000 |
|---------|----|----|----|----|----|-------------|

## No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

## No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

|                | Imports. | Exports. | Total. |
|----------------|----------|----------|--------|
|                | £        | £        | £      |
| Direct .. ..   | Nil      | 630      | 630    |
| Indirect .. .. | Nil      | Nil      | ..     |
| Total .. ..    | ..       | 630      | 630    |

(Signed)

W. H. LAY, *Consul.*



## HANKOW.

(A.)—RETURN of the Trade of the Port of Hankow in Foreign Vessels,  
for the Year 1874.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding  
Treasure).

|         |    |    |    |    |              |
|---------|----|----|----|----|--------------|
| Imports | .. | .. | .. | .. | £ 5,112,144  |
| Exports | .. | .. | .. | .. | £ 6,111,672* |
| Total   | .  | .. | .. | .. | 11,223,816   |

\* Exports include re-exports, value 724,031*l*.

No. 2.—IMPORT and Export of Treasure.

|                              | Imports. | Exports. | Total.    |
|------------------------------|----------|----------|-----------|
|                              | £        | £        | £         |
| To and from foreign ports .  | Nil      | Nil      | Nil       |
| To and from native ports . . | 909,358  | 380,370  | 1,289,728 |
| Total ..                     | 909,358* | 380,370  | 1,289,728 |

\* Imports include copper cash, value 86,351*l*.

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).\*

|         |    |    |    |    |             |
|---------|----|----|----|----|-------------|
| Imports | .. | .. | .. | .. | £ Nil       |
| Exports | .. | .. | .. | .. | £ 1,685,901 |
| Total . | .. | .. | .. | .. | 1,685,901†  |

\* Including the trade with Hong Kong.

† Includes tea, value 437,377*l*., imported from Kiukiang, and re-exported.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

|         |    |    |    |    |             |
|---------|----|----|----|----|-------------|
| Imports | .. | .. | .. | .. | £ 5,112,144 |
| Exports | .. | .. | .. | .. | £ 4,425,771 |
| Total   | .. | .. | .. | .. | 9,537,915   |

No. 5.—RETURN distinguishing the respective Amounts of Foreign and  
Native Trade in Foreign Vessels with other Treaty Ports, without  
distinction of Flag, forming the Totals of No. 4.

|               | Imports.  | Exports.  | Total.    |
|---------------|-----------|-----------|-----------|
|               | £         | £         | £         |
| Foreign .. .. | 2,970,207 | 2,987,364 | 5,957,571 |
| Native .. ..  | 2,141,937 | 1,438,407 | 3,580,344 |
| Total .. ..   | 5,112,144 | 4,425,771 | 9,537,915 |

(Signed)

P. J. HUGHES, *Consul*.

## (B.)—RETURN of British Trade for the Year 1874, at the Port of Hankow.

## No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)\* under any Flag.

|         |    |    |    |    |    |           |
|---------|----|----|----|----|----|-----------|
| Imports | .. | .. | .. | .. | .. | £ Nil     |
| Exports | .. | .. | .. | .. | .. | 1,436,149 |
| Total   | .. | .. | .. | .. | .. | 1,436,149 |

\* Including the trade with Hong Kong.

## No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

|                            | Imports. | Exports.  | Total.     |
|----------------------------|----------|-----------|------------|
|                            |          | £         | £          |
| British Isles .. ..        | ..       | 1,436,149 | 1,436,149  |
| Hong Kong .. ..            | ..       | ..        | ..         |
| India .. ..                | ..       | ..        | ..         |
| Other British Dependencies | ..       | ..        | ..         |
| Total .. ..                | ..       | 1,436,149 | 1,436,149* |

\* Includes tea re-exported, value 303,841*l*.

## No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

|         |    |    |    |    |    |             |
|---------|----|----|----|----|----|-------------|
| Imports | .. | .. | .. | .. | .. | £ 1,936,330 |
| Exports | .. | .. | .. | .. | .. | 1,322,538   |
| Total   | .. | .. | .. | .. | .. | 3,258,868*  |

\* Includes re-exports, 62,378*l*.

## No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

|         |    |    |    |    |    |              |
|---------|----|----|----|----|----|--------------|
| Imports | .. | .. | .. | .. | .. | £ 2,536,359* |
|---------|----|----|----|----|----|--------------|

\* Cotton and woollen goods, opium, &amp;c.

## No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

|         |    |    |    |    |    |            |
|---------|----|----|----|----|----|------------|
| Exports | .. | .. | .. | .. | .. | 4,235,888* |
|---------|----|----|----|----|----|------------|

\* Includes tea and silk re-exported, value 663,379*l*.

## No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

|                | Imports.  | Exports.  | Total.    |
|----------------|-----------|-----------|-----------|
| Direct .. ..   | Nil       | Nil       | Nil       |
| Indirect .. .. | No return | No return | No return |

(Signed)

P. J. HUGHES, *Consul*.

## (C.)—SHIPPING RETURN of the Port of Hankow for the Year 1874.

## BRITISH.

| ENTERED.           |          |                 |                 | CLEARED.           |          |                 |                 | TOTAL ENTERED AND CLEARED. |          |                 |                 |
|--------------------|----------|-----------------|-----------------|--------------------|----------|-----------------|-----------------|----------------------------|----------|-----------------|-----------------|
| Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels.         | Tonnage. | Number of Crew. | Value of Cargo. |
| 178                | 166,015  | About 11,250    | £ 1,936,330     | 211*               | 168,129  | About 11,500    | £ 2,758,687     | 389                        | 334,144  | About 22,750    | £ 4,695,017     |

\* The number of vessels cleared include 40 junks chartered by British subjects.

## FOREIGN.

| ENTERED.           |          |                 |                 | CLEARED.           |          |                 |                 | TOTAL ENTERED AND CLEARED. |          |                 |                 |
|--------------------|----------|-----------------|-----------------|--------------------|----------|-----------------|-----------------|----------------------------|----------|-----------------|-----------------|
| Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels.         | Tonnage. | Number of Crew. | Value of Cargo. |
| 242                | 172,805  | No return       | £ 3,175,814     | 282                | 175,056  | No return       | £ 3,352,985     | 524*                       | 347,861  | No return       | £ 6,528,799     |

\* Includes 81 junks chartered by British and American subjects.

(Signed) P. J. HUGHES, Consul.



## NINGPO.

(A).—RETURN of the Trade of the Port of Ningpo in Foreign Vessels for the Year 1874.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

|         |    |    |    |    | £         | s. | d.  |
|---------|----|----|----|----|-----------|----|-----|
| Imports | .. | .. | .. | .. | 2,198,845 | 0  | 11* |
| Exports | .. | .. | .. | .. | 2,153,877 | 7  | 4*  |
| Total   | .. | .. | .. | .. | 4,352,722 | 8  | 3   |

\* Excluding re-exports.

No. 2.—IMPORT and Export of Treasure.

|                             | Imports. |    |    | Exports. |    |    | Total.  |    |    |
|-----------------------------|----------|----|----|----------|----|----|---------|----|----|
|                             | £        | s. | d. | £        | s. | d. | £       | s. | d. |
| To and from foreign ports . | Nil      |    |    | Nil      |    |    | Nil     |    |    |
| To and from native ports .  | 310,023  | 3  | 6  | 555,921  | 7  | 10 | 865,944 | 11 | 4  |
| Total .. ..                 | 310,023  | 3  | 6  | 555,921  | 7  | 10 | 865,944 | 11 | 4  |

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).\*

|            |    |    |    |    | £       | s. | d. |
|------------|----|----|----|----|---------|----|----|
| Imports .. | .. | .. | .. | .. | 634,576 | 5  | 0† |
| Exports .. | .. | .. | .. | .. | 2,052   | 1  | 0† |
| Total ..   | .. | .. | .. | .. | 636,628 | 6  | 0  |

\* Including the trade with Hong Kong.

† Excluding re-exports.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

|            |    |    |    |    | £         | s. | d.  |
|------------|----|----|----|----|-----------|----|-----|
| Imports .. | .. | .. | .. | .. | 1,564,268 | 15 | 11* |
| Exports .. | .. | .. | .. | .. | 2,151,825 | 6  | 4*  |
| Total ..   | .. | .. | .. | .. | 3,716,094 | 2  | 3   |

\* Excluding re-exports.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

|               | Imports.  |    |    | Exports.  |    |    | Total.    |    |    |
|---------------|-----------|----|----|-----------|----|----|-----------|----|----|
|               | £         | s. | d. | £         | s. | d. | £         | s. | d. |
| Foreign .. .. | 1,175,016 | 15 | 10 | Nil       |    |    | 1,175,016 | 15 | 10 |
| Native .. ..  | 389,252   | 0  | 1  | 2,151,825 | 6  | 4  | 2,541,077 | 6  | 5  |
| Total .. ..   | 1,564,268 | 15 | 11 | 2,151,825 | 6  | 4  | 3,716,094 | 2  | 3  |

(Signed)

ROBERT J. FORREST,  
Acting Consul.

(B.)—RETURN of British Trade for the Year 1874 at the Port of Ningpo.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)\* under any Flag.

|            |    |    |    |    | £       | s. | d. |
|------------|----|----|----|----|---------|----|----|
| Imports .. | .. | .. | .. | .. | 627,322 | 12 | 7  |
| Exports .. | .. | .. | .. | .. | 63,411  | 2  | 1  |
| Total ..   | .. | .. | .. | .. | 690,733 | 14 | 8  |

\* Including the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

|                            | Imports. |    |    | Exports. |    |    | Total.  |    |    |
|----------------------------|----------|----|----|----------|----|----|---------|----|----|
|                            | £        | s. | d. | £        | s. | d. | £       | s. | d. |
| British Isles .. ..        | Nil      |    |    | Nil      |    |    | Nil     |    |    |
| Hong Kong .. ..            | 615,112  | 13 | 6  | 63,411   | 2  | 1  | 678,523 | 15 | 7  |
| India .. ..                | Nil      |    |    | Nil      |    |    | Nil     |    |    |
| Other British Dependencies | 12,209   | 19 | 1  | Nil      |    |    | 12,209  | 19 | 1  |
| Total .. ..                | 627,322  | 12 | 7  | 63,418   | 2  | 1  | 690,733 | 14 | 8  |

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

|            |    |    |    |    | £       | s. | d. |
|------------|----|----|----|----|---------|----|----|
| Imports .. | .. | .. | .. | .. | 93,777  | 19 | 7  |
| Exports .. | .. | .. | .. | .. | 113,686 | 6  | 7  |
| Total ..   | .. | .. | .. | .. | 207,464 | 6  | 2  |

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag

[No Return.]

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

[Nil.]

(Signed) ROBERT J. FORREST,  
Acting Consul.

## (C.)—SHIPPING RETURN of the Port of Ningpo for the Year 1874.

## BRITISH.

| ENTERED.           |          |                      |                 | CLEARED.           |          |                      |                 | TOTAL ENTERED AND CLEARED. |          |                      |                 |
|--------------------|----------|----------------------|-----------------|--------------------|----------|----------------------|-----------------|----------------------------|----------|----------------------|-----------------|
| Number of Vessels. | Tonnage. | Number of Crew.      | Value of Cargo. | Number of Vessels. | Tonnage. | Number of Crew.      | Value of Cargo. | Number of Vessels.         | Tonnage. | Number of Crew.      | Value of Cargo. |
| 41                 | 17,571   | No return obtainable | £ 480,716 2 8   | 43                 | 17,813   | No return obtainable | £ 116,758 12 7  | 84                         | 35,384   | No return obtainable | £ 597,474 15 3  |

## FOREIGN.

| ENTERED.           |          |                      |                  | CLEARED.           |          |                      |                 | TOTAL ENTERED AND CLEARED. |          |                      |                  |
|--------------------|----------|----------------------|------------------|--------------------|----------|----------------------|-----------------|----------------------------|----------|----------------------|------------------|
| Number of Vessels. | Tonnage. | Number of Crew.      | Value of Cargo.  | Number of Vessels. | Tonnage. | Number of Crew.      | Value of Cargo. | Number of Vessels.         | Tonnage. | Number of Crew.      | Value of Cargo.  |
| 253                | 174,977  | No return obtainable | £ 1,763,040 8 11 | 253                | 175,444  | No return obtainable | £ 2,082,030 5 5 | 506                        | 350,421  | No return obtainable | £ 3,845,070 14 4 |

(Signed) ROBERT J. FORREST, Acting Consul.

## TAIWAN.

(A.)—Return of the Trade of the Port of Taiwan in Foreign Vessels for the Year 1874.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

|         |    |    |    |    |          |
|---------|----|----|----|----|----------|
|         |    |    |    |    | £        |
| Imports | .. | .. | .. | .. | 376,097  |
| Exports | .. | .. | .. | .. | 391,003* |
| Total   | .. | .. | .. | .. | 767,100  |

\* Re-exports, amounting to 19,340*l.*, are not deducted from Imports, but not included in Exports.

No. 2.—IMPORT and Export of Treasure.

|                             | Imports. | Exports. | Total.  |
|-----------------------------|----------|----------|---------|
|                             | £        | £        | £       |
| To and from foreign ports . | 70,210   | 5,247    | 75,457  |
| To and from native ports .  | 120,961  | 70,540   | 191,501 |
| Total .. ..                 | 191,171  | 75,787   | 266,958 |

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).\*

|         |    |    |    |    |          |
|---------|----|----|----|----|----------|
|         |    |    |    |    | £        |
| Imports | .. | .. | .. | .. | 193,541† |
| Exports | .. | .. | .. | .. | 210,946  |
| Total   | .. | .. | .. | .. | 404,487  |

\* Including the trade with Hong Kong.

† Imports include 4,647*l.* of Chinese produce from Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

|         |    |    |    |    |         |
|---------|----|----|----|----|---------|
|         |    |    |    |    | £       |
| Imports | .. | .. | .. | .. | 182,556 |
| Exports | .. | .. | .. | .. | 180,057 |
| Total   | .. | .. | .. | .. | 362,613 |

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

|               | Imports. | Exports. | Total.  |
|---------------|----------|----------|---------|
|               | £        | £        | £       |
| Foreign .. .. | 165,264  | 4,065*   | 169,329 |
| Native .. ..  | 17,294   | 175,992  | 193,284 |
| Total .. ..   | 182,556  | 180,057  | 362,613 |

\* To Amoy, for foreign markets; also, a good deal of sugar shipped to North China is said to have ultimately gone on to Japan.

(Signed) WM. GREGORY, *Consul officiating.*

## (B.)—RETURN of British Trade for the Year 1874 at the Port of Taiwan.

## No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)\* under any Flag.

|         |    |    |    |    |    |           |
|---------|----|----|----|----|----|-----------|
| Imports | .. | .. | .. | .. | .. | £ 192,158 |
| Exports | .. | .. | .. | .. | .. | 62,458    |
| Total   | .. | .. | .. | .. | .. | 254,617   |

\* Including the trade with Hong Kong.

## No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

|                            | Imports. | Exports. | Total.  |
|----------------------------|----------|----------|---------|
|                            | £        | £        | £       |
| British Isles .. ..        | Nil      | Nil      | Nil     |
| Hong Kong .. ..            | 192,158* | 14,858   | 207,016 |
| India .. ..                | Nil      | Nil      | Nil     |
| Other British Dependencies | Nil      | 47,601   | 47,601† |
| Total .. ..                | 192,158  | 62,459   | 254,617 |

\* Imports include Chinese produce, 4,647*l*.

† Sugar to Australia.

## No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

|         |    |    |    |    |           |
|---------|----|----|----|----|-----------|
| Imports | .. | .. | .. | .. | £ 113,695 |
| Exports | .. | .. | .. | .. | 44,113*   |
| Total   | .. | .. | .. | .. | 157,808   |

\* The exports do not include re-exports.

## No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

|                  |    |    |    |    |           |
|------------------|----|----|----|----|-----------|
| Value of Imports | .. | .. | .. | .. | £ 123,838 |
|------------------|----|----|----|----|-----------|

## No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

|               |    |    |    |    |        |
|---------------|----|----|----|----|--------|
| Exports .. .. | .. | .. | .. | .. | £ 324* |
|---------------|----|----|----|----|--------|

\* Sugar *via* Amoy to London; not including sugar *via* Amoy and Hong Kong for Japan.

## No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

|                | Imports.  | Exports.  | Total.    |
|----------------|-----------|-----------|-----------|
|                | £         | £         | £         |
| Direct .. ..   | 49,406    | 5,247     | 54,653    |
| Indirect .. .. | No return | No return | No return |
| Total .. ..    | No return | No return | No return |

(Signed) WM. GREGORY, *Consul officiating.*



## (C.)—SHIPPING RETURN of the Port of Taiwan for the Year 1874.

## BRITISH.

| ENTERED.           |          |                 |                 | CLEARED.           |          |                 |                 | TOTAL ENTERED AND CLEARED. |          |                 |                 |
|--------------------|----------|-----------------|-----------------|--------------------|----------|-----------------|-----------------|----------------------------|----------|-----------------|-----------------|
| Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels.         | Tonnage. | Number of Crew. | Value of Cargo. |
| 68                 | 20,220   | No return       | £ 279,220       | 69                 | 20,410   | No return       | £ 167,538       | 137                        | 40,638   | No return       | £ 446,758       |

Including re-exports, but not treasure.

## FOREIGN.

| ENTERED.           |          |                 |                 | CLEARED.           |          |                 |                 | TOTAL ENTERED AND CLEARED. |          |                 |                 |
|--------------------|----------|-----------------|-----------------|--------------------|----------|-----------------|-----------------|----------------------------|----------|-----------------|-----------------|
| Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels.         | Tonnage. | Number of Crew. | Value of Cargo. |
| 86                 | 21,777   | No return       | £ 96,877        | 90                 | 22,685   | No return       | £ 242,805       | 176                        | 44,462   | No return       | £ 339,682       |

Including re-exports, but not treasure.

(Signed)

WM. GREGORY, *Consul officiating.*

## TIEN-TSIN.

(A.)—RETURN of the Trade of the Port of Tien-tsin in Foreign Vessels for the Year 1874.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

|           |    |    |    |    | £         | s. | d. |
|-----------|----|----|----|----|-----------|----|----|
| Imports . | .. | .. | .. | .. | 5,824,492 | 16 | 0  |
| Exports . | .. | .. | .. | .. | 387,054   | 0  | 0  |
| Total ..  | .. | .. | .. | .. | 6,211,546 | 16 | 0  |

Re-exports (here equal to 43,382½ 2s.) included in both Imports and Exports; and taels converted into sterling at 6s. per tael.

No. 2.—IMPORT and Export of Treasure.

|                             | Imports. |    |    | Exports.  |    |    | Total.    |    |    |
|-----------------------------|----------|----|----|-----------|----|----|-----------|----|----|
|                             | £        | s. | d. | £         | s. | d. | £         | s. | d. |
| To and from foreign ports . | ..       | .. | .. | ..        | .. | .. | ..        | .. | .. |
| To and from native ports..  | 409,164  | 18 | 0  | 1,197,394 | 16 | 0  | 1,606,559 | 14 | 0  |
| Total ..                    | 409,164  | 18 | 0  | 1,197,394 | 16 | 0  | 1,606,559 | 14 | 0  |

Carried chiefly in British and American steamers.

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).\*

|            |    |    |    |    | £       | s. | d. |
|------------|----|----|----|----|---------|----|----|
| Imports .. | .. | .. | .. | .. | 304,315 | 4  | 0  |
| Exports .. | .. | .. | .. | .. | 22,014  | 0  | 0  |
| Total ..   | .. | .. | .. | .. | 326,329 | 4  | 0  |

Imports from Great Britain, Hong Kong, Japan, Siam, and the Amoor Provinces.

Exports to Hong Kong and Japan.

\* Including the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

|            |    |    |    |    | £         | s. | d. |
|------------|----|----|----|----|-----------|----|----|
| Imports .. | .. | .. | .. | .. | 5,520,177 | 12 | 0  |
| Exports .. | .. | .. | .. | .. | 365,040   | 0  | 0  |
| Total ..   | .. | .. | .. | .. | 5,885,217 | 12 | 0  |

Imports chiefly from, and exports to, Shanghai.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

|               | Imports.  |    |    | Exports. |    |    | Total.    |    |    |
|---------------|-----------|----|----|----------|----|----|-----------|----|----|
|               | £         | s. | d. | £        | s. | d. | £         | s. | d. |
| Foreign .. .. | 2,902,161 | 0  | 0  | 41,375   | 8  | 0  | 2,943,536 | 8  | 0  |
| Native .. ..  | 2,618,016 | 12 | 0  | 323,664  | 12 | 0  | 2,941,681 | 4  | 0  |
| Total .. ..   | 5,520,177 | 12 | 0  | 365,040  | 0  | 0  | 5,585,217 | 12 | 0  |

Exports include Russian goods, value 204*l.*, shipped here coastwise.

Imports include tea, value 476,305*l.* 10*s.*, entered here for Kiachta,

The above 204*l.* + 476,305*l.* 10*s.* equal to 476,509*l.* 10*s.*, or value of Russian transit trade for 1874.

(Signed) J. MONGAN, *Consul.*

*British Consulate, Tien-tsin, February 22, 1875.*

(B.)—RETURN of British Trade for the Year 1874 at the Port of Tien-tsin.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)\* under any Flag.

|               | £       | s. | d. |
|---------------|---------|----|----|
| Imports .. .. | 263,832 | 12 | 0  |
| Exports .. .. | 21,003  | 12 | 0  |
| Total .. ..   | 284,836 | 4  | 0  |

\* Including the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

|                            | Imports. |    |    | Exports. |    |    | Total.  |    |    |
|----------------------------|----------|----|----|----------|----|----|---------|----|----|
|                            | £        | s. | d. | £        | s. | d. | £       | s. | d. |
| British Isles .. ..        | 38,096   | 8  | 0  | ..       | .. | .. | 38,096  | 8  | 0  |
| Hong Kong .. ..            | 225,736  | 4  | 0  | 21,002   | 12 | 0  | 246,739 | 16 | 0  |
| India .. ..                | ..       | .. | .. | ..       | .. | .. | ..      | .. | .. |
| Other British dependencies | ..       | .. | .. | ..       | .. | .. | ..      | .. | .. |
| Total .. ..                | 263,832  | 12 | 0  | 21,003   | 12 | 0  | 284,836 | 4  | 0  |

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

|               | £         | s. | d. |
|---------------|-----------|----|----|
| Imports .. .. | 2,572,554 | 6  | 0  |
| Exports .. .. | 145,112   | 8  | 0  |
| Total .. ..   | 2,717,666 | 14 | 0  |

For total value of trade under British flag, see Shipping Return (C).

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

|  |    |    |    |   |           |
|--|----|----|----|---|-----------|
| Value of imports (about)   | .. | .. | .. | £ | 2,610,000 |
| Chiefly cottons, Indian opium, and woollens from other Treaty ports and Hong Kong. |    |    |    |   |           |

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No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

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No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

[No Return.]

(Signed) J. MONGAN, *Consul.*  
*British Consulate, Tien-tsin, February 22, 1875.*

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## (C.)—SHIPPING RETURN of the Port of Tien-tsin for the Year 1874.

## BRITISH.

| ENTERED.           |          |                 |                 | CLEARED.           |          |                 | TOTAL ENTERED AND CLEARED. |          |                 |
|--------------------|----------|-----------------|-----------------|--------------------|----------|-----------------|----------------------------|----------|-----------------|
| Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels. | Tonnage. | Number of Crew. | Number of Vessels.         | Tonnage. | Value of Cargo. |
| 98                 | 46,772   | No return       | £ 2,701,210 4   | 105                | 49,156   | No return       | 203                        | 95,928   | £ 2,847,990 12  |

1. All these vessels were of European build.

2. No vessels of Chinese or other Asiatic build obtained permission to use the British flag.

3. None of these vessels, so far as I can ascertain, were owned by inhabitants of the Straits Settlements.

## FOREIGN.

| ENTERED.           |          |                 |                 | CLEARED.           |          |                 | TOTAL ENTERED AND CLEARED. |          |                 |
|--------------------|----------|-----------------|-----------------|--------------------|----------|-----------------|----------------------------|----------|-----------------|
| Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels. | Tonnage. | Number of Crew. | Number of Vessels.         | Tonnage. | Value of Cargo. |
| 184                | 96,811   | No return       | £ 3,123,282 12  | 188                | 98,077   | No return       | 372                        | 194,888  | £ 3,363,556 4   |

This Return includes steamers of foreign build under Chinese flag, of which 78 entered and cleared; tonnage, 46,598. American vessels entered and cleared 169; tonnage, 111,405. German vessels, 86; tonnage, 25,029; and all other vessels, 39; tonnage, 11,856.

*British Consulate, Tien-tsin, February 22, 1875.*

(Signed) J. MONGAN, Consul.



## NEWCHWANG.

(A.)—RETURN of the Trade of the Port of Newchwang in Foreign Vessels for the Year 1874.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

|         |    |    |    |    | £         | s. | d. |
|---------|----|----|----|----|-----------|----|----|
| Imports | .. | .. | .. | .. | 811,045   | 0  | 0  |
| Exports | .. | .. | .. | .. | 584,514   | 6  | 8  |
| Total   | .. | .. | .. | .. | 1,395,559 | 6  | 8  |

All re-exports deducted.

No. 2.—IMPORT and Export of Treasure.

No return. No reliable information obtainable for the year 1874.

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).\*

|         |    |    |    |    | £       | s. | d. |
|---------|----|----|----|----|---------|----|----|
| Imports | .. | .. | .. | .. | 102,212 | 6  | 8  |
| Exports | .. | .. | .. | .. | 156,649 | 13 | 4  |
| Total   | .. | .. | .. | .. | 258,862 | 0  | 0  |

All re-exports deducted. More than Customs returns by trade with Hong Kong.

\* Including the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

|         |    |    |    |    | £         | s. | d. |
|---------|----|----|----|----|-----------|----|----|
| Imports | .. | .. | .. | .. | 703,206   | 0  | 0  |
| Exports | .. | .. | .. | .. | 427,864   | 13 | 4  |
| Total   | .. | .. | .. | .. | 1,131,070 | 13 | 4  |

All re-exports deducted. Less than Customs' returns by trade with Hong Kong.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

|         |    |    | Imports. |    |    | Exports. |    |    | Total.    |    |    |
|---------|----|----|----------|----|----|----------|----|----|-----------|----|----|
|         |    |    | £        | s. | d. | £        | s. | d. | £         | s. | d. |
| Foreign | .. | .. | 444,283  | 6  | 8  | None     |    |    | 444,283   | 6  | 8  |
| Native  | .. | .. | 258,922  | 13 | 4  | 427,864  | 13 | 4  | 686,787   | 6  | 8  |
| Total   | .. | .. | 703,206  | 0  | 0  | 427,864  | 13 | 4  | 1,131,070 | 13 | 4  |

All re-exports deducted.

(Signed) THOS. ADKINS, *Consul.*

*British Consulate, Newchwang, February 16, 1875.*

## (B).—RETURN of British Trade for the Year 1874 at the Port of Newchwang.

## No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)\* under any Flag.

|         |    |    |    |    | £       | s. | d. |
|---------|----|----|----|----|---------|----|----|
| Imports | .. | .. | .. | .. | 99,408  | 6  | 8  |
| Exports | .. | .. | .. | .. | 152,770 | 0  | 0  |
| Total   | .. | .. | .. | .. | 252,178 | 6  | 8  |

Includes whole trade, both in native and foreign goods, with Hong Kong.

\* Including trade with Hong Kong.

## No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

|                            | Imports. |    |    | Exports. |    |    | Total.  |    |    |
|----------------------------|----------|----|----|----------|----|----|---------|----|----|
|                            | £        | s. | d. | £        | s. | d. | £       | s. | d. |
| British Isles              | 5,991    | 13 | 4  | None     |    |    | 5,991   | 13 | 4  |
| Hong Kong                  | 93,410   | 0  | 0  | 152,770  | 0  | 0  | 246,180 | 0  | 0  |
| India                      | None     |    |    | None     |    |    | None    |    |    |
| Other British dependencies | 6        | 13 | 4  | None     |    |    | 6       | 13 | 4  |
| Total                      | 99,408   | 6  | 8  | 152,770  | 0  | 0  | 252,178 | 6  | 8  |

Includes whole trade in native and foreign goods with Hong Kong.

Opium comes *via* Hong Kong, Singapore, and the Straits.

## No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

|         |    |    |    |    | £       | s. | d. |
|---------|----|----|----|----|---------|----|----|
| Imports | .. | .. | .. | .. | 222,564 | 0  | 0  |
| Exports | .. | .. | .. | .. | 128,267 | 0  | 0  |
| Total   | .. | .. | .. | .. | 350,831 | 0  | 0  |

Less than Customs returns by trade with Hong Kong.

## No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

|                  |    |    |    |    | £       | s. | d. |
|------------------|----|----|----|----|---------|----|----|
| Value of imports | .. | .. | .. | .. | 419,719 | 6  | 8  |

Less than Customs returns by trade with Hong Kong.

## No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

None.

For the year 1874 all such exports went *via* Hong Kong.

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

No Return.

No reliable information obtainable.

(Signed) THOS. ADKINS, *Consul*.

*British Consulate, Newchwang, February 16, 1875.*

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## (C.)—SHIPPING RETURN of the Port of Newchwang for the Year 1874.

## BRITISH.

| ENTERED.           |          |                 |                 | CLEARED.           |          |                 |                 | TOTAL ENTERED AND CLEARED. |          |                 |                 |
|--------------------|----------|-----------------|-----------------|--------------------|----------|-----------------|-----------------|----------------------------|----------|-----------------|-----------------|
| Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels.         | Tonnage. | Number of Crew. | Value of Cargo. |
| 63                 | 24,967   | 1,209           | £ 258,436 13 4  | 63                 | 24,967   | 1,209           | £ 157,630 6 8   | 126                        | 49,934   | 2,418           | £ 416,967       |

Treasure not included in value of cargo.

## FOREIGN.

| ENTERED.           |          |                 |                 | CLEARED.           |          |                 |                 | TOTAL ENTERED AND CLEARED. |          |                 |                  |
|--------------------|----------|-----------------|-----------------|--------------------|----------|-----------------|-----------------|----------------------------|----------|-----------------|------------------|
| Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels.         | Tonnage. | Number of Crew. | Value of Cargo.  |
| 193                | 65,575   | 2,121           | £ 600,064       | 193                | 65,575   | 2,121           | £ 474,339 13 4  | 386                        | 131,150  | 4,242           | £ 1,074,403 13 4 |

Treasure not included in value of cargo.

*British Consulate, Newchwang, February 16, 1875.*

(Signed)

THOS. ADKINS, Consul.

## SWATOW.

(A.)—RETURN of the Trade of the Port of Swatow in Foreign Vessels for the Year 1874.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

|         |    |    |    |    | £         |
|---------|----|----|----|----|-----------|
| Imports | .. | .. | .. | .. | 3,318,508 |
| Exports | .. | .. | .. | .. | 1,311,532 |
| Total   | .. | .. | .. | .. | 4,630,040 |

Includes re-exports, amounting to 1,210% in value.

No. 2.—IMPORT and Export of Treasure.

|                              | Imports. | Exports. | Total.  |
|------------------------------|----------|----------|---------|
|                              | £        | £        | £       |
| To and from foreign ports .. | 1,452    | 655,126  | 656,578 |
| To and from native ports ..  | 174,015  | 47,643   | 221,658 |
| Total ..                     | 175,467  | 702,769  | 878,236 |

Includes copper cash imported to the value of 12,499 dollars.

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).\*

|         |    |    |    |    | £         |
|---------|----|----|----|----|-----------|
| Imports | .. | .. | .. | .. | 2,078,467 |
| Exports | .. | .. | .. | .. | 156,100   |
| Total   | .. | .. | .. | .. | 2,234,567 |

Includes re-exports amounting to 644% in value.

\* Including trade with Hong Kong.

No. 4.—Trade with other Treaty Ports (excluding Treasure).

|         |    |    |    |    | £         |
|---------|----|----|----|----|-----------|
| Imports | .. | .. | .. | .. | 1,240,041 |
| Exports | .. | .. | .. | .. | 1,155,432 |
| Total   | .. | .. | .. | .. | 2,395,473 |

Includes re-exports, valued at 566%.



No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

|         |    |    |    | Imports.  | Exports.  | Total.     |
|---------|----|----|----|-----------|-----------|------------|
|         |    |    |    | £         | £         | £          |
| Foreign | .. | .. | .. | 874       | 501       | 1,375*     |
| Native  | .. | .. | .. | 1,239,167 | 1,154,931 | 2,394,098† |
| Total   | .. | .. | .. | 1,240,041 | 1,155,432 | 2,395,473‡ |

\* Includes re-exports, 501*l*.

† Includes re-exports, 65*l*.

‡ Includes re-exports, 566*l*.

((Signed) A. FRATER, *Acting Consul*.)

(B.)—RETURN of British Trade for the Year 1874 at the Port of Swatow

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)\* under any Flag.

|         |    |    |    |    |    | £         |
|---------|----|----|----|----|----|-----------|
| Imports | .. | .. | .. | .. | .. | 2,069,700 |
| Exports | .. | .. | .. | .. | .. | 106,528   |
| Total   | .. | .. | .. | .. | .. | 2,176,228 |

Includes re-exports valued at 599*l*.

\* Including the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

|                            |    |    |    | Imports.  | Exports. | Total.    |
|----------------------------|----|----|----|-----------|----------|-----------|
|                            |    |    |    | £         | £        | £         |
| British Isles              | .. | .. | .. | 3,060     | 24,056   | 27,116    |
| Hong Kong                  | .. | .. | .. | 2,062,839 | 59,321   | 2,122,160 |
| India                      | .. | .. | .. | ..        | ..       | ..        |
| Other British Dependencies | .. | .. | .. | 3,801     | 23,151   | 26,952    |
| Total                      | .. | .. | .. | 2,069,700 | 106,528  | 2,176,228 |

Includes 599*l*. re-exports to Hong Kong.

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

|         |    |    |    |    |    | £         |
|---------|----|----|----|----|----|-----------|
| Imports | .. | .. | .. | .. | .. | 648,583   |
| Exports | .. | .. | .. | .. | .. | 588,640   |
|         |    |    |    |    |    | 1,237,223 |

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

|                  |    |    |    |    |    |       |
|------------------|----|----|----|----|----|-------|
| Value of imports | .. | .. | .. | .. | .. | £ 469 |
|------------------|----|----|----|----|----|-------|

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

No Return. Said to be nil.

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

|          |    |    |    | Imports. | Exports. | Total.  |
|----------|----|----|----|----------|----------|---------|
|          |    |    |    | £        | £        | £       |
| Direct   | .. | .. | .. | 1,452    | 655,126  | 656,578 |
| Indirect | .. | .. | .. | ..       | ..       | ..      |
| Total    | .. | .. | .. | 1,452    | 655,126  | 656,578 |

From and to Hong Kong.

(Signed) A. FRATER, *Acting Consul.*

## (C.)—SHIPPING RETURN of the Port of Swatow for the Year 1874.

## BRITISH.

| ENTERED.           |          |                 |                 | CLEARED.           |          |                 |                 | TOTAL ENTERED AND CLEARED. |          |                 |                 |
|--------------------|----------|-----------------|-----------------|--------------------|----------|-----------------|-----------------|----------------------------|----------|-----------------|-----------------|
| Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels.         | Tonnage. | Number of Crew. | Value of Cargo. |
| 342                | 200,259  | 13,688          | £ 2,599,551     | 338                | 196,514  | 13,591          | £ 708,940       | 680                        | 396,773  | 27,279          | £ 3,308,491     |

## FOREIGN.

| ENTERED.           |          |                 |                 | CLEARED.           |          |                 |                 | TOTAL ENTERED AND CLEARED. |          |                 |                 |
|--------------------|----------|-----------------|-----------------|--------------------|----------|-----------------|-----------------|----------------------------|----------|-----------------|-----------------|
| Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels.         | Tonnage. | Number of Crew. | Value of Cargo. |
| 151                | 68,139   | No return       | £ 718,957       | 155                | 71,533   | No return       | £ 602,592       | 306                        | 139,672  | No return       | £ 1,321,549     |

|                                      |    |             |  |                                      |    |             |  |  |    |             |  |
|--------------------------------------|----|-------------|--|--------------------------------------|----|-------------|--|--|----|-------------|--|
| Total British and Foreign Entered :— |    |             |  | Total British and Foreign Cleared :— |    |             |  | Total British and Foreign Entered and Cleared :— |    |             |  |
| Number of Vessels                    | .. | 493         |  | Number of Vessels                    | .. | 493         |  | Number of Vessels                                | .. | 986         |  |
| Tonnage                              | .. | 268,398     |  | Tonnage                              | .. | 268,047     |  | Tonnage  | .. | 536,445     |  |
| Number of Crew                       | .. | —           |  | Number of Crew                       | .. | —           |  | Number of Crew                                   | .. | —           |  |
| Value of Cargo                       | .. | £ 3,318,508 |  | Value of Cargo                       | .. | £ 1,311,532 |  | Value of Cargo                                   | .. | £ 4,630,040 |  |
| Treasure                             | .. | 175,467     |  | Treasure                             | .. | 702,769     |  | Treasure   | .. | 878,236     |  |
|                                      |    |             |  |                                      |    |             |  |  |    |             |  |
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## KEWKIANG.

(A.)—RETURN of the Trade of the Port of Kewkiang in Foreign Vessels for the Year 1874.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

|         |    |    |    | £  | s.        | d.   |
|---------|----|----|----|----|-----------|------|
| Imports | .. | .. | .. | .. | 1,179,896 | 2 0  |
| Exports | .. | .. | .. | .. | 2,979,503 | 14 0 |
| Total   | .. | .. | .. | .. | 4,156,399 | 16 0 |

31,886*l.* 2*s.* of native and foreign re-exported imports are not included in this table.

No. 2.—IMPORT and Export of Treasure.

|                             | Imports.     | Exports.    | Total.       |
|-----------------------------|--------------|-------------|--------------|
|                             | £ s. d.      | £ s. d.     | £ s. d.      |
| To and from foreign ports . | Nil          | Nil         | Nil          |
| To and from native ports .  | 565,657 16 0 | 167,222 2 0 | 732,879 18 0 |
| Total' .. .. .              | 565,657 16 0 | 167,222 2 0 | 732,879 18 0 |

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).\*

|         |    |    |    |    | £  | s.     | d.   |
|---------|----|----|----|----|----|--------|------|
| Imports | .. | .. | .. | .. | .. | Nil    |      |
| Exports | .. | .. | .. | .. | .. | 21,892 | 16 0 |
| Total   | .. | .. | .. | .. | .. | 21,892 | 16 0 |

A large amount of direct trade, both in imports and exports to and from this port, does not appear, owing to transshipment in Shanghai.

\* Including the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

|         |    |    |    |    | £  | s.        | d.   |
|---------|----|----|----|----|----|-----------|------|
| Imports | .. | .. | .. | .. | .. | 1,179,896 | 2 0  |
| Exports | .. | .. | .. | .. | .. | 2,954,610 | 18 0 |
| Total   | .. | .. | .. | .. | .. | 4,134,507 | 0 0  |

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

|                 | Imports.       | Exports.       | Total.         |
|-----------------|----------------|----------------|----------------|
|                 | £ s. d.        | £ s. d.        | £ s. d.        |
| Foreign .. .. . | 1,003,098 18 0 | 2,755,755 18 0 | 3,758,854 16 0 |
| Native . .. .   | 176,797 4 0    | 198,855 0 0    | 375,652 4 0    |
| Totals .. .. .  | 1,179,896 2 0  | 2,954,610 18 0 | 4,134,507 0 0  |

*Kewkiang, January 1, 1875.*

(Signed)

WALTER ED. KING, *Vice-Consul.*

## (B.)—RETURN of British Trade for the Year 1874, at the Port of Kewkiang.

## No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)\* under any Flag.

|         |    |    |    |    | £  | s.     | d.   |
|---------|----|----|----|----|----|--------|------|
| Imports | .. | .. | .. | .. | .. | Nil    |      |
| Exports | .. | .. | .. | .. | .. | 21,892 | 16 0 |
| Total   | .. | .. | .. | .. | .. | 21,892 | 16 0 |

\* Including the trade with Hong Kong.

## No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

|         |    |    |    |    | £  | s.     | d.   |
|---------|----|----|----|----|----|--------|------|
| Imports | .. | .. | .. | .. | .. | Nil    |      |
| Exports | .. | .. | .. | .. | .. | 21,892 | 16 0 |
| Total   | .. | .. | .. | .. | .. | 21,892 | 16 0 |

## No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

|                       |    |    |    |    | £         | s. | d. |
|-----------------------|----|----|----|----|-----------|----|----|
| Imports (approximate) | .. | .. | .. | .. | 303,712   | 4  | 0  |
| Exports (approximate) | .. | .. | .. | .. | 1,311,973 | 10 | 0  |
| Total (approximate)   | .. | .. | .. | .. | 1,615,685 | 14 | 0  |

## No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

|                  |    |    |    |    | £       | s. | d. |
|------------------|----|----|----|----|---------|----|----|
| Value of imports | .. | .. | .. | .. | 994,429 | 14 | 0  |

## No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports, under any Flag.

[No Return.]

## No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

|          |    |    | Imports.  | Exports.  | Total.    |
|----------|----|----|-----------|-----------|-----------|
| Direct   | .. | .. | Nil       | Nil       | Nil       |
| Indirect | .. | .. | No return | No return | No return |

All Treasure came from other Treaty Ports; whether direct or no is not unknown.

Kewkiang, January 1, 1875.

(Signed) WALTER ED. KING, *Vice-Consul*.



## (C.)—SHIPPING RETURN of the Port of Kewkiang for the Year 1874.

## BRITISH.

| ENTERED.           |          |                 |                 | CLEARED.           |          |                 | TOTAL ENTERED AND CLEARED. |          |                 |
|--------------------|----------|-----------------|-----------------|--------------------|----------|-----------------|----------------------------|----------|-----------------|
| Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels. | Tonnage. | Number of Crew. | Number of Vessels.         | Tonnage. | Value of Cargo. |
| 23                 | 8,559    | No return       | £ 311,937 6     | 23                 | 8,559    | No return       | 46                         | 17,118   | £ 1,662,551 2   |

This return is from the register kept at the Vice-Consulate, and includes only such vessels as remain here over twenty-four hours, and are thus obliged to enter and clear at the Vice-Consulate, and not such as pass through, and, though stopping to load or unload, do not remain twenty-four hours in port.

The return of foreign vessels is taken from the Customs Register, and includes all arrivals and departures.  
The British shipping and tonnage computed in the same way amounts to 293 vessels (inward and outward) and 289,594 tons. The return, therefore, is deceptive as regards numbers of vessels and tonnage; but correct as to values.

## FOREIGN.

| ENTERED.           |          |                 |                 | CLEARED.           |          |                 | TOTAL ENTERED AND CLEARED. |          |                 |
|--------------------|----------|-----------------|-----------------|--------------------|----------|-----------------|----------------------------|----------|-----------------|
| Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels. | Tonnage. | Number of Crew. | Number of Vessels.         | Tonnage. | Value of Cargo. |
| Foreign 335        | 293,961  | No return       | £ 804,821 14    | 335                | 293,961  | No return       | 770                        | 587,922  | £ 2,332,174 16  |
| Chinese 72         | 28,334   | "               | 90,023 4        | 72                 | 28,334   | "               | 144                        | 56,668   | 220,446 2       |

The Chinese steamers here referred to run under the same regulations as foreign steamers.

Both in this table, and the one above, re-exports are included in the values of cargoes.

WALTER ED. KING, *Vice-Consul.*

*Kewkiang, January 1, 1875.*

## TAMSUY.

(A.)—RETURN of the Trade of the Port of Tamsuy in Foreign Vessels for the Year 1874.

No. 1.—TOTAL TRADE of the Port in Foreign Vessels (excluding Treasure).

|         |    |    |    |    |    |           |
|---------|----|----|----|----|----|-----------|
| Imports | .. | .. | .. | .. | .. | £ 304,243 |
| Exports | .. | .. | .. | .. | .. | 203,428   |

Total .. .. . 507,671  
 Net values are taken, and the tael is calculated at 6s.

No. 2.—IMPORT and Export of Treasure.

|                              | Imports. | Exports. | Total.  |
|------------------------------|----------|----------|---------|
|                              | £        | £        | £       |
| To and from foreign ports .. | 11,616   | 26,482   | 38,098* |
| To and from native ports ..  | 69,049   | 25,829   | 94,878† |
| Total .. ..                  | 80,665   | 52,311   | 182,976 |

\* To Hong Kong only.

† Chiefly with Amoy.

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).\*

|         |    |    |    |    |    |            |
|---------|----|----|----|----|----|------------|
| Imports | .. | .. | .. | .. | .. | £ 195,713† |
| Exports | .. | .. | .. | .. | .. | 47,680     |
| Total   | .. | .. | .. | .. | .. | 243,393    |

\* Including the trade with Hong Kong.

† Hong Kong only.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

|         |    |    |    |    |    |           |
|---------|----|----|----|----|----|-----------|
| Imports | .. | .. | .. | .. | .. | £ 108,530 |
| Exports | .. | .. | .. | .. | .. | 155,747   |
| Total   | .. | .. | .. | .. | .. | 264,277   |

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

|                      | Imports. | Exports. | Total.  |
|----------------------|----------|----------|---------|
|                      | £        | £        | £       |
| Foreign produce . .. | 103,222  | ..       | 103,222 |
| Native „ . . .       | 5,308    | 155,747  | 161,055 |
| Total .. ..          | 108,530  | 155,747  | 264,277 |

(Signed) HERBERT J. ALLEN, *Vice-Consul.*  
*British Vice-Consulate, Tamsuy, April 30, 1874.*

## (B.)—RETURN of British Trade for the Year 1874, at the Port of Tamsuy.

## No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

|         |    |    |    |    |    |            |
|---------|----|----|----|----|----|------------|
| Imports | .. | .. | .. | .. | .. | £ 195,713* |
| Exports | .. | .. | .. | .. | .. | 47,680     |
| Total   | .. | .. | .. | .. | .. | 243,393    |

\* Including the trade with Hong Kong.

## No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

|                            | Imports. | Exports. | Total.  |
|----------------------------|----------|----------|---------|
|                            | £        | £        | £       |
| British Isles .. ..        | Nil      | Nil      | Nil     |
| Hong Kong .. ..            | 195,713  | 47,680   | 243,393 |
| India .. ..                | Nil      | Nil      | Nil     |
| Other British Dependencies | Nil      | Nil      | Nil     |
| Total .. ..                | 195,713  | 47,680   | 243,393 |

## No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

|         |    |    |    |    |    |          |
|---------|----|----|----|----|----|----------|
| Imports | .. | .. | .. | .. | .. | £ 19,059 |
| Exports | .. | .. | .. | .. | .. | 38,994   |
| Total   | .. | .. | .. | .. | .. | 58,053   |

## No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

|                    |    |    |    |    |    |           |
|--------------------|----|----|----|----|----|-----------|
| Value of imports   | .. | .. | .. | .. | .. | £ 108,530 |
| Chiefly from Amoy. |    |    |    |    |    |           |

## No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

## No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies

|                | Imports. | Exports. | Total. |
|----------------|----------|----------|--------|
|                | £        | £        | £      |
| Direct .. ..   | 11,616   | 26,482   | 38,098 |
| Indirect .. .. | Nil      | Nil      | Nil    |
| Total .. ..    | 11,616   | 26,482   | 38,098 |

(Signed) HERBERT J. ALLEN, *Vice-Consul.*  
*British Vice-Consulate, Tamsuy, April 22, 1875.*

## (C.)—SHIPPING RETURN of the Port of Tamsuy for the Year 1874.

## BRITISH.

| ENTERED.           |          |                 |                 | CLEARED.           |          |                 |                 | TOTAL ENTERED AND CLEARED. |          |                 |                 |
|--------------------|----------|-----------------|-----------------|--------------------|----------|-----------------|-----------------|----------------------------|----------|-----------------|-----------------|
| Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels.         | Tonnage. | Number of Crew. | Value of Cargo. |
| 43                 | 12,884   | 1,070           | £ 268,146       | 43                 | 12,884   | 1,070           | £ 172,611       | 86                         | 25,768   | 2,140           | £ 440,757       |

This Return includes the shipping of Kelung.

## FOREIGN.

| ENTERED.           |          |                 |                 | CLEARED.           |          |                 |                 | TOTAL ENTERED AND CLEARED. |          |                 |                 |
|--------------------|----------|-----------------|-----------------|--------------------|----------|-----------------|-----------------|----------------------------|----------|-----------------|-----------------|
| Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels.         | Tonnage. | Number of Crew. | Value of Cargo. |
| 25                 | 7,603    | Unknown         | £ 36,097        | 26                 | 8,127    | Unknown         | £ 30,817        | 51                         | 15,730   | Unknown         | £ 66,914        |

*British Vice-Consulate, Tamsuy, April 22, 1875.*

(Signed)

HERBERT J. ALLEN, Acting Vice-Consul.

## AMOY.

(A.)—RETURN of the Trade of the Port of Amoy, in Foreign Vessels for the Year 1874.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

|         |    |    |    |    |             |
|---------|----|----|----|----|-------------|
| Imports | .. | .. | .. | .. | £ 2,279,812 |
| Exports | .. | .. | .. | .. | 1,783,646   |
| Total   | .. | .. | .. | .. | 4,063,458   |

Including re-exports.

No. 2.—IMPORT and Export of Treasure.

|                             | Imports. | Exports. | Total.  |
|-----------------------------|----------|----------|---------|
|                             | £        | £        | £       |
| To and from foreign ports . | 41,069   | 45,225   | 86,294  |
| To and from native ports..  | 107,572  | 127,915  | 235,487 |
| Total .. ..                 | 148,641  | 173,140  | 321,781 |

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).\*

|         |    |    |    |    |             |
|---------|----|----|----|----|-------------|
| Imports | .. | .. | .. | .. | £ 1,311,979 |
| Exports | .. | .. | .. | .. | 1,131,681   |
| Total . | .. | .. | .. | .. | 2,443,660   |

\* Including the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

|         |    |    |    |    |           |
|---------|----|----|----|----|-----------|
| Imports | .. | .. | .. | .. | £ 967,833 |
| Exports | .. | .. | .. | .. | 651,965   |
| Total . | .. | .. | .. | .. | 1,619,798 |

No. 5.—RETURN distinguishing the Respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

|               | Imports. | Exports. | Total.    |
|---------------|----------|----------|-----------|
|               | £        | £        | £         |
| Foreign .. .. | 946,913  | 27,861   | 974,774   |
| Native .. ..  | 20,920   | 651,104  | 645,024   |
| Total .. ..   | 967,833  | 651,965  | 1,619,798 |

(Signed) GEO. PHILLIPS, *Acting Consul.*



## (B)—RETURN of British Trade for the Year 1873 at the Port of Amoy.

## No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)\* under any Flag.

|         |    |    |    |    |   |           |
|---------|----|----|----|----|---|-----------|
| Imports | .. | .. | .. | .. | £ | 1,306,036 |
| Exports | .. | .. | .. | .. | £ | 445,751   |
| Total   | .. | .. | .. | .. | £ | 1,751,787 |

Including re-exports.

\* Including the trade with Hong Kong.

## No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

|                            | Imports.  | Exports. | Total.    |
|----------------------------|-----------|----------|-----------|
|                            | £         | £        | £         |
| British Isles .. ..        | 4,946     | 29,488   | 34,434    |
| Hong Kong .. ..            | 1,248,786 | 287,905  | 1,536,691 |
| India .. ..                | ..        | ..       | ..        |
| Other British Dependencies | 52,304    | 128,358  | 180,662   |
| Total .. ..                | 1,306,036 | 445,751  | 1,751,787 |

## No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

|         |    |    |    |    |   |           |
|---------|----|----|----|----|---|-----------|
| Imports | .. | .. | .. | .. | £ | 1,591,744 |
| Exports | .. | .. | .. | .. | £ | 1,008,562 |
| Total   | .. | .. | .. | .. | £ | 2,600,306 |

## No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

No return.

## No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

No return.

## No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

|                | Imports. | Exports. | Total.  |
|----------------|----------|----------|---------|
|                | £        | £        | £       |
| Direct.. ..    | 409,141  | 45,225   | 454,366 |
| Indirect .. .. | ..       | ..       | ..      |
| Total .. ..    | 409,141  | 45,225   | 454,366 |

(Signed)

GEO. PHILLIPS, *Acting Consul.*

(C.)—SHIPPING RETURN of the Port of Amoy, for the Year 1874.

BRITISH.

| ENTERED.           |          |                 |                 | CLEARED.           |          |                 |                 | TOTAL ENTERED AND CLEARED. |          |                 |                 |
|--------------------|----------|-----------------|-----------------|--------------------|----------|-----------------|-----------------|----------------------------|----------|-----------------|-----------------|
| Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels.         | Tonnage. | Number of Crew. | Value of Cargo. |
| 311                | 186,386  | No Return       | £ 1,591,744     | 312                | 186,749  | No Return       | £ 1,008,562     | 623                        | 373,135  | No Return       | £ 2,600,306     |

The values are those of the gross trade, including re-exports.

FOREIGN.

| ENTERED.           |          |                 |                 | CLEARED.           |          |                 |                 | TOTAL ENTERED AND CLEARED. |          |                 |                 |
|--------------------|----------|-----------------|-----------------|--------------------|----------|-----------------|-----------------|----------------------------|----------|-----------------|-----------------|
| Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo. | Number of Vessels.         | Tonnage. | Number of Crew. | Value of Cargo. |
| 227                | 75,416   | No Return       | £ 688,068       | 232                | 76,908   | No Return       | £ 775,084       | 459                        | 152,324  | No Return       | £ 1,463,152     |

Re-exports included.

(Signed)

GEO. PHILLIPS, Acting Consul.

## FOOCHOW.

## (A.)—DIRECT TRADE AT FOOCHOW FOR 1874.

Imports and Exports to and from Foreign Ports, including Hong Kong.

| General Imports,<br>British and Foreign. | General Exports,<br>British and Foreign. | Total<br>General Imports and<br>Exports. | British Imports,<br>as distinguished from<br>Foreign. | British Exports,<br>as distinguished from<br>Foreign. | Total British<br>Imports and Exports,<br>as distinguished<br>from Foreign. |
|--|--|--|---|---|--|
| £ s. d.<br>851,367 18 11½                | £ s. d.<br>4,113,374 19 4                | £ s. d.<br>4,966,742 18 3                | £ s. d.<br>837,113 2 5                                | £ s. d.<br>3,644,811 18 8                             | £ s. d.<br>4,481,967 11 1  |

*Treasure.*

| £ s. d.   | £ s. d.  |
|---|--|
| Treasure imported from Great Britain through Hong Kong or from the British Colonies .. .. | Treasure re-exported to Great Britain through Hong Kong or to the British Colonies .. .. |
| Treasure imported from other Foreign Countries .. ..                                      | Treasure exported to other Foreign Countries .. ..                                       |
| Nil   | Nil  |
| 2,042 10 0  | .. ..  |
| Nil   | .. ..  |

## (B.)—INDIRECT TRADE AT FOOCHOW FOR 1874.

## Coast or River Trade. Imports and Exports.

| General Imports,<br>in British and<br>Foreign Vessels. | General Exports,<br>in British and<br>Foreign Vessels. | Total<br>Imports and Exports,<br>in Vessels<br>British and Foreign. | Imports in British<br>Vessels as<br>distinguished from<br>Foreign. | Exports in British<br>Vessels, as<br>distinguished from<br>Foreign. | Total Imports and<br>Exports in British<br>Vessels, as<br>distinguished from<br>Foreign. |
|--|--|---|--|---|--|
| £ s. d.<br>481,019 12 8½                               | £ s. d.<br>281,946 0 0                                 | £ s. d.<br>762,965 12 8½  | £ s. d.<br>448,561 8 1   | £ s. d.<br>226,961 6 8½   | £ s. d.<br>675,522 14 9½   |

## Treasure.

|                             | £  | s. | d.           |                             |    |
|-----------------------------|----|----|--------------|-----------------------------|----|
| Imported in British Vessels | .. | .. | 59,978 10 10 | Exported in British Vessels | .. |
| Imported in Foreign Vessels | .. | .. | Nil          | Exported in Foreign Vessels | .. |
| Total ..                    | .. | .. | 59,978 10 10 | Total ..                    | .. |
|                             |    |    |              | No Return                   | .. |
|                             |    |    |              | No Return                   | .. |

## (C.)—SHIPPING RETURN of the Port of Foo-chow-foo, for the Year 1874.

## BRITISH.

| ENTERED.           |          |                 |                           | CLEARED.           |          |                 |                           | TOTAL ENTERED AND CLEARED. |          |                 |                          |
|--------------------|----------|-----------------|---------------------------|--------------------|----------|-----------------|---------------------------|----------------------------|----------|-----------------|--------------------------|
| Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo.           | Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo.           | Number of Vessels.         | Tonnage. | Number of Crew. | Value of Cargo.          |
| 199                | 140,686  | No Return       | £ 1,382,793 12 4<br>s. d. | 201                | 142,963  | No Return       | £ 3,917,035 10 0<br>s. d. | 400                        | 283,649  | No Return       | £ 5,300,829 2 4<br>s. d. |

## FOREIGN.

| ENTERED.           |          |                 |                       | CLEARED.           |          |                 |                          | TOTAL ENTERED AND CLEARED. |          |                 |                        |
|--------------------|----------|-----------------|-----------------------|--------------------|----------|-----------------|--------------------------|----------------------------|----------|-----------------|------------------------|
| Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo.       | Number of Vessels. | Tonnage. | Number of Crew. | Value of Cargo.          | Number of Vessels.         | Tonnage. | Number of Crew. | Value of Cargo.        |
| 51                 | 20,379   | No Return       | £ 50,005 0 0<br>s. d. | 53                 | 21,322   | No Return       | £ 582,235 ' 3 2<br>s. d. | 104                        | 41,771   | No Return       | £ 632,240 0 0<br>s. d. |

N.B.—The total values of cargoes given in this Return do not correspond with those given in the Returns of Direct and Indirect Trade, because the values given in this Return include the re-exports.

















